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Vol. 5, No.2 April 1991

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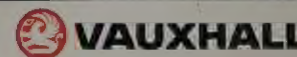
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All eyes will be on Alain at Imola

GRAND PRIX EDITIONS

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Editor: Timothy Collings
Chief Photographer: Steven Tee, LAT.
Photographers: Dominique Leroy
Pascal Rondeau
Allsport
Lee Farrant
Herke de Vries
Sporting Pictures
Words and Pictures.

Contributors: Derick Allsop
Richard Chandler
Bob Constandoros
Gerald Donaldson
Mark Fogarty
Anne Giuntini
Alan Henry
Eddie Jordan
Dan Knutson
Peter Nygaard
David Phipps
Andy Smith
John Watson
Byron Young
Eoin Young.

Advertising: John Walker
Design: Martin Randall
Production: Clive Goeden
Publisher: Nick Hervey

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POLE POSITION

And so to Imola... After the usual two-race long-haul start to the year, European Grand Prix racing fans are looking forward to what many regard as the true beginning of the Formula One season. There will be warm sunshine, wine, pasta and the glorious sound of 25 roaring engines in pursuit of Number One. Or will it be different this year? After his performance in Phoenix few could argue with an initial feeling that Ayrton Senna had issued a daunting challenge to his rivals. Twelve months ago in Emilia Romagna, there was an unlikely but popular victory for Riccardo Patrese. His return this year will be fuelled by a groundswell of support. But all eyes will, as usual, be focussed on one team only: Scuderia Ferrari.

In Alain Prost and Jean Alesi, Ferrari possess two of the quickest drivers of all. They have fine cars and a beautiful engine. And, most important of all, they have a budget which could swallow up many of their less well-heeled rivals in one mouthful. Money, in this recession-hit year of 1991, is the key to success. This was plain for all to see in Arizona where several of the smaller teams from the wrong end of the pitlane were struggling to fund their operations. Ford, we were told, had stepped in to help AGS pay their hotel bills. Others looked plainly ragged and unprepared. Never before, in recent times, had the pit lane looked less crisp and shiny new at the start of a year.

Only the leading group seemed ready, but by April 26, it will surely be different. There will be new cars to enjoy from Benetton, the first for the Ford-powered team from the pen of John Barnard, and from Brabham among others. Much is expected of the new Barnard vehicle, but just as much is always expected of the Ferrari team at Imola. Much too will be expected from Williams, with Nigel Mansell making his first return visit to the Tifosi who meant so much to him during his two-year spell at

Maranello. But most of all will be expected again of Senna.

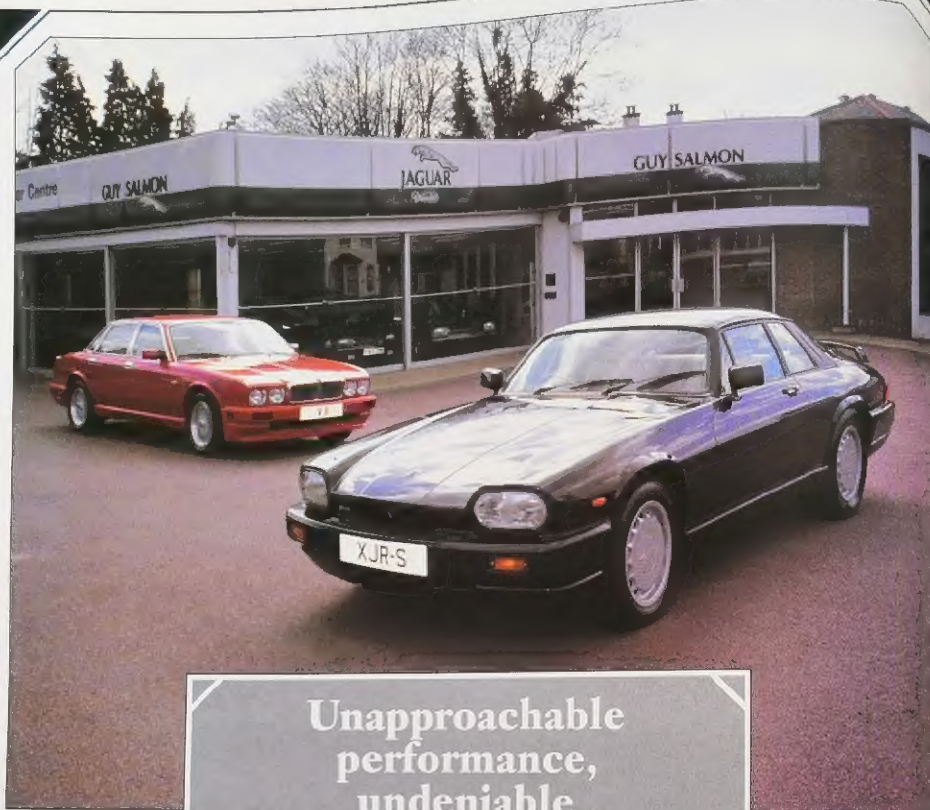
Given the standards he sets and the budget it takes to maintain them, there is little wonder that few outside Didcot, Modena and Witney believe he can be beaten. He has the backing and the technology to match his ambitions. But it is in the nature of Formula One that everyone wants him to lose -

nothing is less attractive to the spectators or the sponsors than a one-horse race. After the San Marino Grand Prix a year ago, the championship was wide open thanks to Patrese's emotional triumph. Let us hope that this year's race provides an equal surprise and an equally welcome open look to the title race as the season truly gets under way.



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KEEPING TRACK: NEWS



Back on top of the podium: Ayrton Senna in Phoenix.

Martini ready to quit

Pierluigi Martini is threatening to quit Formula One if he does not secure a move to a top team at the end of the season, writes *Derick Allsop*. The Italian admits he has given up hope of winning a Grand Prix with Minardi and has no wish to continue in Formula One merely to make up the numbers.

He told me: "I want to be with a big team next year. If I cannot do that I think I'll stop driving in Formula One. I want to win races but I have to be honest and recognise that I cannot win races here. It is a fact. You have to be in a big team to win races. This is now five years for me with Minardi and I have been very happy with the team. It has been a good team to work with and good experience for me. But I would be even more

happy winning races and now I am at the stage in my career where I should be in a position to do that. I would rather leave Formula One than go on like this."

Martini made his Grand Prix debut with Minardi in the 1985 Brazilian race but was dropped at the end of the season. He was restored to the fold midway through the 1988 campaign and went on to demonstrate potential few had seen in him. That talent, alas, has had limited opportunity to blossom and even the switch this year to Ferrari engines and Goodyear tyres has been unable to raise his expectations. Budget problems have clouded their preparations and events in Phoenix scarcely helped change Martini's mood. They had only two cars and because of clutch problems were

reduced to one for part of practice. He drove manfully in the race and was running sixth when his engine gave in six laps from the end.

Martini is 30 on April 23 and clearly has no intention of growing old at the back of the Formula One grid. As yet, however, he has no other plans. He said: "Maybe I would go into sportscars, I don't know. But if I go on racing I must be in a position to win. It would be better to stay in Formula One - but only if I have the chance of winning."

In the meantime Martini is intent on enhancing his prospects for the rest of the season and believes the Minardi-Ferrari can only improve. "We hope to get things together and be 100 per cent for San Marino," he said.

Herbert: I'll never pay for a drive

Johnny Herbert did not see this season's F1 opener. Even on TV. "It was on too late - I went to bed," he said. Herbert was in Britain, at home in Warwickshire, on a three day pass from Japan where he is competing in the Formula 3000 championship. "I don't like watching Grands Prix on television in any case. It frustrates me, I would rather be on the other side of the screen. I look at it and say - 'I could do that! Look at him!' It's just infuriating seeing drivers that I've beaten in previous years out there and it's so annoying that I'm not."

The day after the Grand Prix, Herbert was at Heathrow waiting for his flight back to Tokyo. He had gleaned the details of what had happened in Phoenix from the newspapers. "I'm not surprised that Senna won going away from the field, not at all. The way that

the McLaren team's run it was a virtual certainty. OK - they didn't have the car especially early, but the rest of the teams can't match the standards Ron Dennis sets."

In the lead up to Phoenix, it seemed Herbert would be sitting in for Martin Donnelly in the Lotus. But a week before the teams left for America, Julian Bailey took the seat. "Money was the problem. Lotus didn't have enough to run me in the car. Peter Collins tried hard to get the sponsorship but in the end he didn't have the deals. Then Julian came along and good luck to him," Herbert is under no illusions - an early return to Formula One is unlikely. "Recently things have changed a bit. You need money to get a drive. That's difficult for me. In any case I don't think I need to do that. Once you start paying for a drive, you keep on paying. I'd rather do it for nothing

and enjoy racing. I certainly won't go to a silly little F1 team with no chance, that would be pointless."

Waiting in the Terminal 3 coffee bar, Herbert assessed his chances of an F1 return. "It's going to be very hard. Japan's F3000 isn't as prestigious as Europe's though the stands are filled even to watch testing and everywhere you go you're surrounded by fans wanting autographs."

If there is a decent Formula One drive going this year Herbert would like it. For one thing the travelling is a bind. Wife and baby at home in the Midlands. Herbert walks alone to the departure gate. "Japan's OK. A bit boring at times in the hotel between testing and racing. Damn expensive too but I don't really mind. I'd just prefer it to be a little nearer home, not twelve hours away."



Canon Williams team-mates Nigel Mansell and Riccardo Patrese weighed in as the two heaviest drivers on the eve of the U.S. Grand Prix in Phoenix. All the drivers posed together for another event - a group photograph (above). How they scaled: Mansell 80kgs, Patrese 79, Gugelmin 78, Blundell 77, Gachot 77, Alboreto 76, Boutsen 75, Berger 75, de Cesaris 74, van de Poele 73, Piquet 73, Grouillard 72, Senna 72, Tarquini 72, Comas, 72, Alesi 72, Piro 72, Bailey 71, Bernard 71, Capelli 71, Brundle 71, Modena 70, Lehto 69, Suzuki 68, Hakkinen 68, Martini 68, Larini 67, Chaves 66, Morbidelli 65, Johansson 65, Caffi 65, Prost 63, Nakajima 60, Moreno 58.

P I T N O T E S

■ Mika Hakkinen, who emerged as one of the young stars of the future with his performance for Lotus in Phoenix, is aiming for the top. But he intends to remain loyal to Lotus. He said: "I am so grateful to Lotus for giving me my chance that I want to repay them properly. I want to make the team really great again - and I want to win the drivers' championship in the future. I am confident I will be able to do that."

■ Gerhard Berger is still feeling cramped in the new McLaren MP4/6 chassis and he believes tall drivers are being discriminated against by FISA. "It is a difficult situation," said Berger. "Last year I did not have enough space and during the season I got used to it. But over the winter I drove with the pedals moved back and I realised how important it was to

have a good driving position. It is not right. If FISA does not change the rules, F1 will end up with small drivers having all the rides."

■ Mystery surrounded a sabotage attack on the Leyton House team in Phoenix overnight after first qualifying. All three cars were attacked. A brake line was cut and the wiring for dashboard instrumentation was also damaged. The team said the attack was a "professional" job performed to cause maximum inconvenience but minimum danger.

■ Martin Donnelly continued to show improvement in his condition at the Dugli clinic in Austria during March and remained on course for his wedding to fiancée Diane McWhirter this month (April). By the end of March, he was walking without crutches.

■ Fancy a supersonic trip to the

Monaco Grand Prix next month (May)? The world's top charterer of Concorde, Goodwood Travel, has announced plans for the 1991 race among its 'Flights of Fantasy' programme with an itinerary which includes return flight - at twice the speed of sound, champagne, meals, welcome cocktail party and lunch at the St Benoit restaurant... all for the sum of £1,395 per person.

■ The future of AGS was in the balance as the team left Phoenix. Unless a major sponsor materialised, it was unlikely that the 1991 car would be finalised. The team hired Stefan Johansson assuming the backing of a 10 million dollar sponsorship deal, which later collapsed, leaving the team's future in the balance. The team had only 11 mechanics in Phoenix and they were paying for their own meals. Ford assisted by paying hotel bills.

PROST AND Alesi:

HOW LONG CAN THE MARANELLO MARRIAGE LAST?

After Jean Alesi had signed his contract with Ferrari, at the end of last season, Cesare Fiorio received many ironic 'good luck' calls, writes Anne Giuntini. This was not because the young Frenchman was not the right choice for the great Italian team, but because of the difficulties Fiorio was expected to be facing in managing two French drivers with great ambitions and equally strong temperaments.

Indeed, since the opening weeks of testing for the 1991 season, there have been many observers who have said a conflict between Alesi and Alain Prost is unavoidable. These cynics certainly outnumber the optimists who believe peace will now reign at Ferrari after the turbulence of recent years.

Nothing, however, is certain and the first two spokesmen to express their own caution and reservations about the future of arguable the most fascinating relationship in Formula One this year are the two principals themselves - Alain and Jean.

Jean, the younger of the two, has already shown his character under different circumstances in recent years. In 1989, his first season in Formula One, he had a short but clear confrontation on the track with Nigel Mansell who obstructed him on a qualifying lap. In 1990, he proved his pride and determination in the 'Williams affair' facing up to Frank with a rare show of defiance and pride.

Jean is perfectly aware of his own short-fused temperament and knows already what sort of explosions this could lead to with his team-mate. If had had not known, his friends and close family have already made certain he is aware of the dangers.

As a result, he has been

deeply cautious with Alain and has shown how deeply he wants to avoid conflict. Already this season, he has been heard to repeat, time and again, that it is his chief goal this year to learn...and then try to win when it is possible. He has been given this wise advice by his engineer at Tyrrell and fellow-Frenchman Jean-Claude Migeot who has told him this is equally valid off the track, in the human arena, as on it.

Migeot has told him: "Your approach to racing will be different in 1991. You were a sprinter with a Tyrrell car, efficient only some times during the course of the season, but you must be a marathon runner with Ferrari. You play for the championship all the way through. Or, in other words be careful, take your time, learn and do not spoil your chances for the future."

"I will learn. But I will not miss an opportunity to win..." Jean, certainly, will win. But the question is how can he win? And, if he wins, could it be the origins of a conflict with Alain? Jean irritated the triple world champion twice last season with his audacious overtaking in Monaco and at Monza. Would he stand for it again?

The answer is more likely to be yes than no. One thing is certain: Alain does not want any further conflict with Jean, or any other team-mate at Ferrari. Even though he is very strong in such psychological situations, even if he manages such 'wars' of mental attrition and politics very well, he is sure to make big efforts to avoid another.

This is for two main reasons. First, he was thoroughly tired out after the long conflicts with Ayrton Senna and Nigel Mansell. Second, his image could be seriously tarnished by a non-sporting battle with Jean. Alain, cleverly and

acutely, has recognised that he has reason to fear a conflict with Jean in which he might come out the worst, especially in his native France. This is a problem which did not occur previously.

Jean is already very popular in France, far more than Senna was in 1988-89 and Mansell in 1989-90, and equally so in Italy. How would the public react? This is the question which would arise in Alain's mind. Would they support him, in France, as they did during the intense and long-running battle with Senna? And, if there were to be a rivalry, Jean would certainly speak to the media and give his full version of events.

This is something which Senna, secret and reserved, did not do in 1988. He waited until the end of 1989 before reacting and explaining his own point of view. Hence, in that period, for almost two seasons, Alain enjoyed his ability to monopolise the French media...an advantage he would not enjoy so easily if there were to be a conflict with Jean.

But what are the circumstances in which their harmonious relationship could break doing? As Alain hates losing (he is made of champion's stuff, has always been accustomed to winning, right through his career from karts to Grand Prix cars), he would be unable to accept Jean dominating him regularly (as Senna did in 1988 and 1989). He would also not appreciate it if Jean beat him in litigious circumstances. A conflict would almost certainly ensue if one of them, dominated by his nature, quite suddenly forgot the precise line of conduct that they seem to want to respect so much at the moment.

Jean may not have the level of experience which Ayrton brought with him to join Alain at McLaren



Prost and Alesi - unavoidable conflict?

in 1988. Senna, remember, had four seasons of Formula One and several victory behind him at that

time when he joined McLaren his ambition was clear - the world championship as soon as possi-

Nichols shrugs off pressure on Ferrari

Ferrari has always been known as an emotional team. But designer Steve Nichols, how in his second season with the Italian scuderia, is unflustered by the fuss as he coolly prepares for one of the team's most pressurised races of the year at Imola, writes Dan Knutson.

Easy-going, studious and analytical, Nichols is a man apart from the Italian crowd and has not allowed himself to be drawn into the emotional arguments which always rage around the performances of the Maranello cars.

Looking back on the season-opening race in Phoenix, he said: "Second place was pretty good. We knew McLaren was going to be strong, but it's a 16-race season and that was only the first one. We don't like to get beat and we would have preferred to do better. But Phoenix is a circuit that doesn't particularly suit us well."

"If I had to pick the circuits that are worst for us - because they don't suit our car - they would be Phoenix and Hockenheim. Hopefully things will be better



Steve Nichols - unflustered

when we get onto circuits that suit our car better."

The season was only one race old, but speculation had already started about friction between Prost and Alesi. Nichols' perception from his position inside the team was that there was no friction at all.

"I haven't seen any (friction) at all so far," he said. "No problems. That doesn't mean to say that they won't develop later. They're both

ble...even if Alain disagreed. Jean, by contrast, is still in the learning stage. He is keeping his world title ambitions for a future date. Certainly, there would not have been any conflict between Alain and Senna, if Ayrton had played the role of a pupil in 1988, showing full respect to the 'professor.'

The ideal scenario, from Alain's point of view, is something like the one he played with Niki Lauda in 1984. This time, it would be Prost in Lauda's role and Alesi playing the young Alain as the studious challenger. This would be the best story for the season for both men and keep the peace for Ferrari and Fiorio.

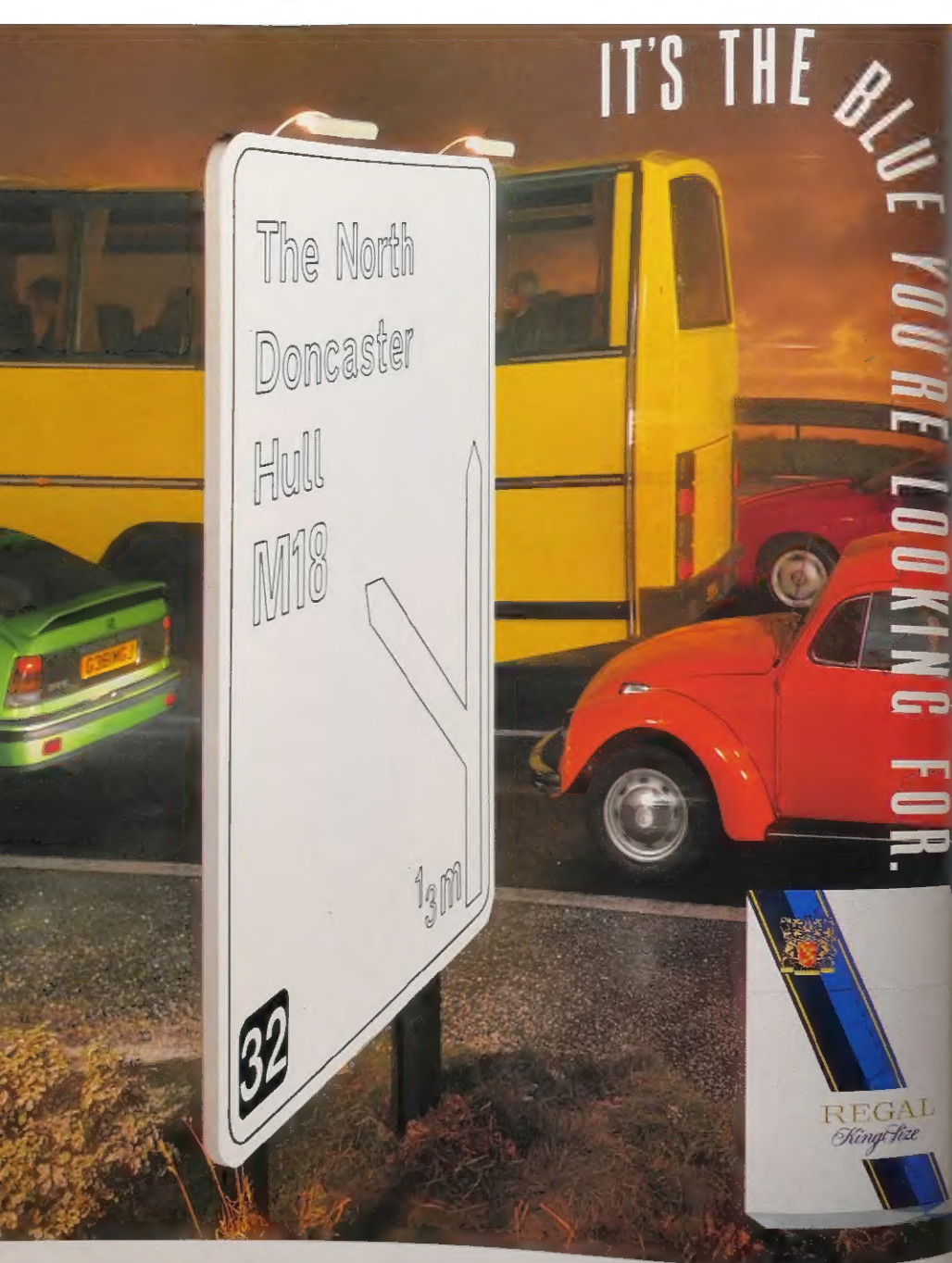
■ Anne Giuntini is a Formula One writer for L'Equipe in Paris and has been a close student of both Alain Prost and Jean Alesi's careers in recent years.

like any racing driver - very competitive - and they want to beat each other as well as all the other guys in pitlane. But I haven't seen any evidence of any problems so far."

As far as the Italian press is concerned, McLaren beat Ferrari in Phoenix. Never mind the fact that Prost had problems or that the track did not suit Ferrari. The pressure is on Ferrari to do well at Imola.

The press, however, has absolutely no effect on Nichols. "There's no pressure whatsoever from the press," he said. "I just don't react to it. The only pressure that's on me is from myself and from the team - a responsibility to try to do the best we can. We have no control over what the press writes and they have no control over what we do. So there's no connection. There's no path through which they can apply any pressure."

"We can only try to do the best job we can. We try to find the best technical solution, do the best we can in the pitlane and try our hardest to beat McLaren."



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KEEPING TRACK: DIARY

FEB 28

Paris: FISA President Jean-Marie Balestre ends the crisis over Larrousse's future in Formula One with an announcement revising the penalties meted out for filling a form in incorrectly. Larrousse had been docked their 1990 championship points and banished to pre-qualifying, but after an appeal they were re-instated in the classification, without points, and saved from the early Friday morning stint at every race. Gerard Larrousse had written to Balestre informing him that the original punishment threatened his team's continued existence. The team had stated on a form that Larrousse built their own cars, but they were built by Lola.

MARCH 1

Estoril: McLaren unveil their new MP4/6 chassis powered by the Honda V12 engine. The car has the distinct stamp of French aerodynamicist Henri Durand and the Italian media immediately liken it to a Ferrari. Ayrton Senna says: "They did not want me to drive for Ferrari in 1991 so they designed one for me instead." Senna drives both the old MP4/5C and the new MP4/6, for which Neil Oatley had overall design responsibility. Senna is widely reported for criticising the new car-engine package's lack of development during the winter, remarks which are quickly answered by Honda.

Le Castellet: Williams and Larrousse complete final shakedown tests for the new season.

Silverstone: Tyrrell and Brabham run final test sessions.

MARCH 2

Wymondham, Norfolk: Team Lotus confirm Ulian Bailey as the stand-in replacement driver for Martin Donnelly in the opening rounds of the 1991 World Championship. "Julian will be making an important contribution to the team at an exciting time," said Managing Director Peter Collins. "I am confident he will be quick and equally important that the team will benefit from his wealth of experience"

MARCH 7

Phoenix: Alain Prost confirms he has signed a new two-year contract with Ferrari, tying him to the team until the end of the 1992 season. Jean Alesi says he has also signed a similar deal.

MARCH 8

Vienna: Martin Donnelly takes his first steps without crutches at Willi Dungl's rehabilitation clinic. He is reported to be on target to walk down the aisle and marry fiancée Diane McWhirter on April 13.

MARCH 9

Phoenix: Englishman Chris Pook reveals plans for a permanent American racing circuit, the Dallas Fort Worth International Raceway, which would make an ideal future venue for the United States Grand Prix. The Leyton House team have a shock when they arrive at the circuit and find all three cars in their garage have been sabotaged.

MARCH 10

Phoenix: Ayrton Senna in the new McLaren MP4/6 pulls away from the field to record the 27th victory of his Formula One career in the season-opening United States Grand Prix. Alain Prost is second for Ferrari and Nelson Piquet is third for Benetton-Ford. Senna had claimed pole position. His victory equalled Jackie Stewart's record of 27 wins and left only Prost ahead in the history books with 44.

Why nose jobs are back in fashion

Harvey Postlethwaite's raised-nose Tyrrell 019 has set the trend for the design of Grand Prix cars in the 1990s. And its performance last year in the hands of Jean Alesi was as dramatic as the design itself; almost winning its first race and finishing second in the two hardest races: Phoenix and Monaco

Other designers had been barking up the wrong tree, it seemed, looking for small improvements in performance from the semi-automatic gear change systems or transverse gearboxes when, in the most obvious place of all, there was a massive improvement just waiting to be found. An improvement in performance in the order of 20 per cent according to one designer. Postlethwaite had put good old aerodynamics on centre stage once again.

The biggest compliment of all for Postlethwaite came at the first race of 1991 in Phoenix. Almost every team in the pit lane had copied his raised-nose concept to one extent or another. The leading

exceptions were the McLarens and Ferraris. This year Postlethwaite has honed the design of the 019 further with the 020 to host the latest development of the Honda V10 engine.

But why is the raised none concept better? In its simplest form the raised nose forces a large volume of air under the car, compressing it. The result is a vacuum-type effect under the car. With the pressure higher above the ear than below it the Tyrrell is pressed onto the track. For a given amount of downforce the drag is substantially reduced, improving grip and speed. Half the car's downforce at top speeds is generated by the air flowing under the car.

But the new design is not without its problems. "It changes the balance of the car completely - all the way along its length. The design of the front wing becomes very important because most of the downforce is generated near the tips," says HARVEY POSTLETHWAITE.

"The 020 wheelbase is the same as the 019. The engine is longer the fuel tank bigger and the gearbox shorter. Aerodynamically they are virtually the same except for some changes stimulated in the new regulations. Mechanically the car is very very, different."

Postlethwaite, like others, is baffled as to why McLaren had



Tyrrell set the trend

chosen to remain with the conventional flat bottom design. "But then McLaren are not currently innovators are they" he added.

GARY ANDERSON, designer at Jordan Grand Prix is equally confused. "I'm very surprised by the car McLaren have come out with. I don't think anybody in the pit lane understands why they have done what they have done but then they were quickest in Phoenix and did win."

"My opinion is that Senna and Honda are winning the world championship and McLaren is the tool they are using to do that with."

"We tried to refine the Tyrrell initial approach to the problems of car design. The stem of the chassis and the tray are the same principle," he added.

But McLaren designer NEIL OATLEY is unrepentant and with new the points system the conser-

vative reliability of the McLaren may carry the tide. Even so Oatley says they had nothing to gain by adopting the raised-nose concept. "From the development work we have done we have not found any advantage in going along the same route as Tyrrell, it is as simple as that."

But the Tyrrell design must be right; if most of the teams have adopted it. "The two quickest car's haven't," he replied smiling.

The most noticeable feature of the McLarens is the needle-point nose. "Because we are restricted to the width of the wings by making the nose smaller we can create larger wings and more frontal downforce," said Oatley. There are other changes too. The rear bodywork is tapered just as the Ferrari's was last year.

Canon Williams have adopted a variation of the Tyrrell principle.

But ADRIAN NEWEY says they arrived there by their own route. "Our car is not a copy of the Tyrrell. We use a different front wing, which is much straighter. I was working in the same direction as Tyrrell at March in 1988. The FW14 is a combination of the FW13 and the March theory."

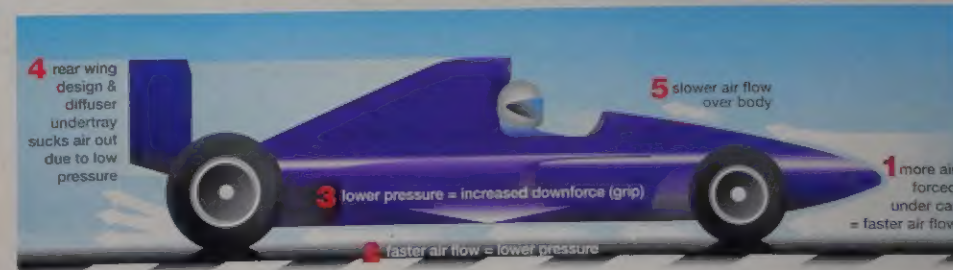
"McLaren tend to be conservative. Their new car is a finely developed evolution of the old car and that could be in their favour because they haven't got such a steep learning curve as the other teams. I tend to use the comparison of the Porsche 911. Having the engine behind the rear wheels is a dog of an idea but by refining it for 20 years it is not that bad a car. To an extent Ferrari have done the same thing as McLaren. Their design is in its third year now."

Newey's Concorde-nosed March 881 design was the first minor step in the direction of the raised-nose principle that Postlethwaite was the first to fully appreciate.

Newey has had ample experience of the delicate balancing job the new nose necessitates. "It is quite a critical area and one where you can get your fingers burnt," he says. "I'd have to say that at times at March we got it wrong that was why the car was so hard to get up."

The future for the new concept is uncertain. FISA tried to ban it last year and may do so again but consensus says that if it remains it is a necessary part of a competitive car.

Why they are holding up their noses



do not be so noisy



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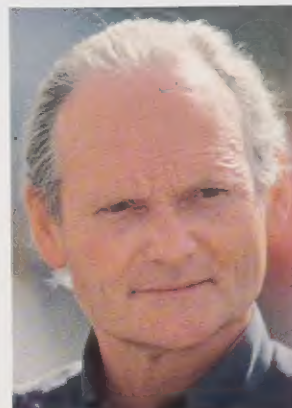
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The colour of money



■ BY GERALD DONALDSON

Once upon a time, before the first marketing man was born, Grand Prix cars were coloured according to their country of origin. The Italian cars were red, the French were blue, the Germans were silver, the British were green and Egyptian cars were supposed to be pale violet with red numbers on a white background. But now...

Times have changed. Colours only count if they can make money, and the all-evading bottom line syndrome has come at the cost of many long held traditions so that even the seemingly indestructible Swiss army knife bears only a pale resemblance to its original red. It is now available in 'blush, canary, frost, ivory, mint and sky.' The pastel hues, which cut through the red colour barrier established in 1908, the year the knife became official Swiss army issue, are intended to appeal to female consumers who buy them as gifts for the men in their lives. As a marketing tool the tonal trickery apparently works like a charm: sales of the devices are up 70 per cent since the colour scheme began.

Besides its main blade, the multi-function Swiss army has a can opener, scissors, nail file, toothpick,

tweezers, a corkscrew - up to 17 tools in all. It's rather like the modern Grand Prix car which, as a standard bearer for multi-national sponsors who spend multi-millions of dollars, has become multi-hued. Motor racing is banned in Switzerland but there may very well be a knife sponsor buried somewhere in the kaleidoscope of corporate colours on today's F1 grids.

As marketing tools the cars pedal the wares of a myriad of commodities, products, goods and services, ranging from shoes to soft drinks to electric shavers. Tubs are thumped and horns are tooted for the insurance companies, banks, breweries, computer manufacturers and the ubiquitous cigarette makers. Sponsors buy space by the square inch on the high speed billboards, they bask in the glory reflected by the colourful F1 rainbow, and some collect the pot of gold at the end of it.

As advertising changes the face of Grand Prix racing the traditional names of teams are being buried in an avalanche of slogans and brand names leading to the Mover-Toter Ice Cream Special Belchfire V12 syndrome that began many years ago in oval track racing in America, the land that invented advertising. A few F1 teams, like Ferrari, have managed to preserve their identity but more often than not a short name for an F1 team means it is short of cash.

The designers of the Grand Prix cars are getting more credit these days but the marketing men may



ALL SPORT / FONDEAU

High-speed boardings?

be the superstars of the future. These are the people who sell the sponsors who cover the stream of money with their colorful commercial messages. Prices are arrived at by calculating the percentage of space on the front wings, nose, cockpit, sides, engine cover, rollover hoop, rear wings and endplates, and multiplying it by the number of potential consumers who will see it on television.

Colin Chapman is usually given the credit, or blame, depending on the point of view, for opening the commercial floodgates that obliterated the traditional colour schemes of Grand Prix cars. In 1966 he resprayed his Team Lotus vehicles covering over his version of the British Racing Green, with its yellow trim, and replacing it with the red, white and gold of his tobacco company sponsors.

Ironically, though Ferraris are still mainly red, the team was one of the first to be commercially sponsored. FIAT began funding Enzo Ferrari in the mid-1950s, before eventually buying him out. For many years the prancing horse cars have carried discreet decals of various suppliers and contributors to the Ferrari coffers and recently they signed on Pioneer, the Japanese stereo maker whose logos make further inroads on the illustrious scarlet bodywork. And, while Guy Ligier's cars still sport the blue of France, it also happens to be the corporate colour of his main source of revenue, Citane cigarettes.

Some purists think the colour of money has defaced Grand Prix racing and pine for the good old days when teams bore their national colours. But even one of the most famous colours in motorsport, British Racing Green, owes more to vested interests than it does to patriotism. It should be Irish Racing Green, for it originated there and not in the green and pleasant land, which later claimed it as its own. When the 1903 Gordon Bennett Cup race was banned in Britain, on the grounds of public safety, the authorities across the Irish sea welcomed the

went to the trouble of colouring his cars. In the 1930s the English engineers painted their cars in camouflage patterns of green and black to make them invisible.

The engines of the early cars were covered in black, but later they were painted in various colours. In 1954, using the British Racing Green, the first of the numbered cars was never seen. A hard and fast rule, unless specified in supplementary regulations, was that the car must be painted in the colours of the specific event and no standard values were set for previous years. Interpretations of British Racing Green varied greatly, from Tom Brabham's metallic purple cars to the Granny Smith green which adorned the UDT Laystall entries, though pur sang enthusiasts felt that dark, nearly black Napoleonic green was the proper tone.

Some colour schemes paid homage to a country's flag, others reflected the personal preference of a prominent competitor, not necessarily one who had a highly developed aesthetic sense. Given his predilection for pastels Prince Bira of Thailand might have seen a consultant to the image makers who have made over the Swiss army knife. Instead, he cut a dandy figure in his racing cars decked out in pale blue bodywork, bonnet, with a horizontal yellow band around the body, pale yellow wheels and white numbers on a blue background, colours which were then officially assigned to Thailand.

Eventually there were 38 countries on the FISA list, ranging from Argentina to Venezuela, and some of the crazy-patterns would not be out of place in the era of the United Colours of Benetton. Argentinian entries, featuring a blue body with a yellow nose and black trim, and red numbers on a white background, could keep pace with today's kandy-coloured tangerine flake, streamlined babies.

Spanish cars would be resplendent in red bodywork with a yellow nose, black numbers on a yellow background and white

numbers on a red background. The recent Mexican F1 project had come to fruition the team could have used that country's assigned colour scheme of gold bodywork with a transverse blue band on the nosecone and black numbers on a white background. But the team failed to materialize and its equipment has been taken over by the Italian Modena Team which fields Lambo cars with a

patchwork quilt of corporate logos on a blue background.

When Elizeo Salazar performed in F1 he was theoretically entitled to carry the Chilean colours. Had he done so he would have left an indelible impression in livery which featured a red body with a blue nose and half-blue, half-red numbers on a white background. And the Flying Finn, Keke Rosberg might have flown the flag in a car

with white bodywork bearing two blue bands forming a Latin cross and black on white numbers. One of the last drivers to actually use his national colours on an F1 car was the private entrant from Holland, Count Carel Godin de Beaufort. Sadly he was killed at the Nurburgring in 1964, in an orange Porsche with white numbers.

If Gerhard Berger decided to become patriotic he could ask Ron

Dennis to renounce his white McLaren colour scheme and wear a yellow stripe with white numbers. It's unlikely Marlboro would approve of this, especially if Ayrton Senna demanded equal representation for Brazil on his car, which would require pale yellow bodywork, green wheels and a black number one.

ALL SPORT / POWELL



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1991 FORMULA ONE WORLD CHAMPIONSHIP
RACE NUMBER 1: USA

PHOENIX

MARCH 10TH 1991

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RACE REPORT: PHOENIX

It took Honda Marlboro McLaren and Ayrton Senna just three days in Arizona to demoralise their opposition. Three days in which they destroyed any hopes others might have harboured that the lateness of the MP4/6 might finally topple the British team from its dominant role

■ RICHARD CHANDLER

Before the wheels turned in the downtown streets of Phoenix anything was possible. Ferrari had dominated winter testing, as Alain Prost and Jean Alesi pounded round Paul Ricard, Estoril and Mugello. Williams, too, had had its moment as Nigel Mansell, predictably exuding optimism, had come away from Ricard marginally faster than Prost. In South Africa, Benetton and Tyrrell had led Pirelli back from the blind avenue of its 1990 development and produced a lot of worthwhile data.

While all that was going on Senna was relaxing back home in Sao Paulo with his family and

friends, supervising construction of his new house and thinking about anything but motor racing. For McLaren, Gerhard Berger, Michael Andretti and Allan McNish were doing all the donkey work with the V12-engined MP4/5C.

When he did finally come back to Europe to try the MP4/6 for the first time in a brief run at Estoril, Senna was uncompromising about its bottom-end power. It was, he said, inferior to the V10 which now resided in the back of the Braun-coloured Tyrrell 020s. Rivals rubbed their hands gleefully. What if the new McLaren didn't work?

Well, inferior or not, it blew everyone away in Phoenix, right from the moment it took to the track. Only a fumble by Nakajima which stopped the session and Senna's second run on qualifiers prevented him from taking the overnight pole. As Ayrton sat in the pits when the track reopened, Alesi stole the thunder as the Honda personnel struggled to fire up the V12. The following day Ayrton put all that to rights with another of those blistering laps which won him the pole - his 53rd - and thereafter he never looked back. He simply didn't need to.

When the race started Mansell and Riccardo Patrese held each other up off the line as they started from row two, and the Honda had the grunt to beat Prost's Ferrari which had started alongside it on the front. Truth be told, it was all over bar the gnashing of teeth even that early in the game.

Qualifying had provided indications. The Ferrari might handle some of the corners better than the McLaren, but the MP4/6 knew

good in many of them and its sheer bottom end power never looked in doubt. Steve Nichols went straight into Ferrari and created another polemic when he told engineers that Honda had again won the power race. The target had been moved further away.

The race confirmed them: nobody was ever going to hold a candle to Senna. The man who appreciated that as much as he did was Prost. "There are better cars and engines here than mine," he said simply after finishing 16.3s in arrears as Senna rolled off the pace in the closing stages. "but we didn't have the Ferrari here that we have had in testing. I want to wait until we get to a track such as Interlagos before I make a full assessment of my car's performance."

In fact, routed though it was Ferrari came away from Phoenix in reasonable shape, with Prost taking six valuable points from a race in which the red cars had been so disappointing the previous year. Yet you sensed a definite air of whistling to keep spirits up in the Maranello camp.

Prost, in fact drove a highly intelligent race with a car whose clutch was problematic enough to cause gearshift difficulty on the straights and to push it on occasionally under braking. Yes, there

"For Benetton, Phoenix was always going to be a holding operation while the team awaits John Barnard's new B191, and Piquet was perfectly happy with third place in a race in which some pundits had deemed him favourite."

was a degree of luck after his late tyre stop dropped him back to seventh, because for a long time the problem prevented him attacking Stefano Modena's Tyrrell. Then Patrese and Roberto Moreno were



re-kind for Senna

eliminated in a nasty shunt. But Alain was as canny as ever in assessing the intensity of teammate Alesi's defence of what had become second place by lap 53, and as Nelson Piquet staged a counter attack after being passed by the Ferrari on lap 52, so Prost closed relentlessly. On lap 69 Jean got the entry to the final corner wrong, blocked Piquet, but was passed by the Benetton as they exited the double-apex left-hander. Prost too had gained momentum, whipped by his younger partner and then took Piquet at the end of the pit straight. Those six points might just prove crucial in a championship in which all 16 races count.

For Alesi, Phoenix was a chance to confront the pressures of being a Ferrari driver. On Friday he was the hero, but on Saturday his efforts to oust Senna ended in the wall in the last fourth gear left-hander leading on to the back

straight. There were spins, too. But though he fell to fourth in his battle with the two past champions he did salvage fastest lap thanks to his stop for fresh Goodyears, and those three points would have been a reasonable start had his engine not broken on lap 73.

For Benetton, Phoenix was always going to be a holding operation while the team awaits John Barnard's new B191, and Piquet was perfectly happy with third place in a race in which some pundits had deemed him favourite. In the final analysis, however, the ambient temperature played Benetton and Pirelli false in luring them into a decision to run harder tyre compounds. "If I'd run softer tyres I might have been quicker, but we were just too cautious about the weather," admitted the Brazilian.

Like Williams, Benetton lost one car. Throughout qualifying and again in the Sunday morning

FARRANT



Uncle Sam's music shop

warm up the FW14s had been having sporadic gearbox trouble which was blamed on the semi-automatic transmission's software. Going into turn nine on lap 50 Riccardo's car selected neutral as he dribbled through it suddenly selected second and spun him to face the oncoming traffic. There were several questionable examples of flag marshalling over the weekend, and the static yellows on this blind corner misled drivers. Senna, for one, admitted it was pure luck that he only braked really hard before he could even see why the flags were out. "If I hadn't braked as hard as I did, I don't think I could have avoided Patrese," he admitted.

Prost, too, had a lucky avoidance, as did Piquet. "I knew somebody would get caught," said

Nelson, in his efforts to avoid a collision with Prost.

The second Benetton triumph was a result of a very severe collision with Williams' car. Senna's car was hit by the Williams' car, which was in a perfect position to pass him. A crowd heard of the crash.

With Prost leading from a challenge, and place when his transmission failed, and having taken off his right-hand wheels in a crash, Williams had a driver's license. The new cars looked like a near miss between Frank's drivers raised early questions about their long-term relationship. When Patrese slipped up the escape road on lap 22 while trying to pass his

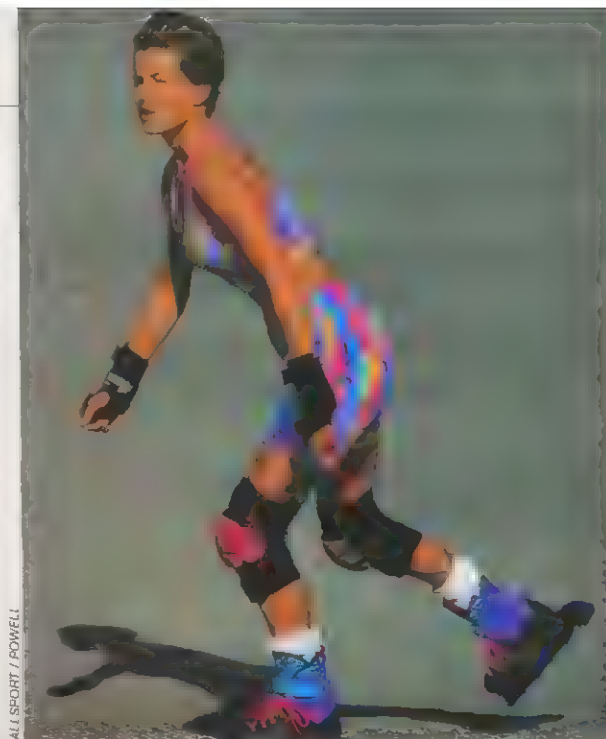
partner, the Williams' car was hit by the Williams' car, which was in a perfect position to pass him. A crowd heard of the crash.

There is no friction chez Tyrrell, but there wasn't much sparkle from Modena, either. He started only 11th after a transmission problem in qualifying, but in the race he appeared to lack aggression, following Moreno's Benetton for lap after lap as if Bamard had hit on a new addition to its rewing. Here was the man at stage 10, a possible Phoenix victor, moving from ninth on lap

11 to 10th after a collision with Prost. The Williams' car was hit by the Williams' car, which was in a perfect position to pass him. A crowd heard of the crash.

It is a pity that the Williams' car was hit by the Williams' car, which was in a perfect position to pass him. A crowd heard of the crash.

Let it be understood that this is a cool character. Prior to the race his experience on matters amounted to a brief session at Silverstone. Yet never did we hear any mention of the need to adjust to them from him, nor of the strains of an F1 car coming forces. Mika simply arrived in Phoenix and got on with the job.



ALL SPORT / POWELL



LEROY

Sarkis Staff from Jordan 51



FARRANT

He qualified a steady, unflinched car and then endured a frightening moment in fifth when the steering wheel worked loose. To cap that he spun to a halt in the final turn, avoid the spun Brabham of fellow rookie Mark Blondell. He kept the engine running.

The Lotus duo retired with engine failure, joining in mechanical disgrace that of team mate Julian Bailey who had failed to qualify on his F1 return due to a chronic misfire that lopped 3000rpm off the Judd EV's intend.

Auspicious were the Pirelli-shod Dallaras in qualifying, and the new TUP Jordan. The Italian cars lined up on the fifth row, but transmission and clutch problems respectively for Emanuele Pirro and Il Lehto sidelined them early. Not so the Jordan. Andrea de Cesaris blew his lap and failed to prequalify, but Bertrand Gachot placed his 14th on the grid and looked a highly likely contender.

Circuit length: 2.312 miles
Race distance: 81 laps
(187.272 miles)



1991 FORMULA ONE GRAND PRIX RACE No. 1

PHOENIX USA

MARCH 10TH 1991

PER-QUALIFYING PRACTICE CLASSIFICATION

POS	NR	DRIVER	NAT	CAR	B.TIME	LAP	km/h	mph
1	21	E. PIRRO	ITA	BMS DALLARA JUDD	1'28.288	16	151.718	94.273
2	22	J. LEHTO	FIN	BMS DALLARA JUDD	1'28.792	14	0.504	0.504
3	34	N. LARINI	ITA	MODENA TEAM CENTRAL PARK	1'30.244	16	1.956	1.452
4	32	B. GACHOT	BEL	SEVEN UP JORDAN FORD	1'30.304	21	2.018	0.960
5	33	A. DE CESARIS	ITA	SEVEN UP JORDAN FORD	1'30.937	14	2.649	0.633
6	31	P. CHAVES	POR	COLONI RACING	1'31.113	10	2.650	0.176
7	14	O. GROUILLARD	FRA	PONDMETA FORD	1'32.126	20	3.838	4.013
8	35	E.V. DE POELE	BEL	MODENA TEAM CENTRAL PARK	1'37.046	5	8.758	4.920

OFFICIAL STARTING GRID

27	A. PROST	FRA	1'22.555 - [1] -	1'21.434	1	A. SENNA	BRA
	FERRARI			MARLBORO McLAREN HONDA			
5	N. MANSELL	GBR	1'23.218 - [2] -	1'22.833	6	R. PATRESE	ITA
	WILLIAMS RENAULT			WILLIAMS RENAULT			
28	J. Alesi	FRA	1'23.519 - [3] -	1'23.384	20	N. PIQUET	BRA
	FERRARI			CAMEL BENETTON FORD			
19	R. MORENO	BRA	1'23.881 - [4] -	1'23.742	2	G. BERGER	AUT
	CAMEL BENETTON FORD			MARLBORO McLAREN HONDA			
22	J. LEHTO	FIN	1'24.891 - [5] -	1'24.792	21	E. PIRRO	ITA
	BMS DALLARA JUDD			BMS DALLARA JUDD			
7	M. BRUNDLE	GBR	1'25.385 - [6] -	1'25.065	4	S. MODENA	ITA
	BRABHAM YAMAHA			BRAUN TYRRELL HONDA			
32	B. GACHOT	BEL	1'25.701 - [7] -	1'25.448	11	M. HAKKINEN	FIN
	SEVEN UP JORDAN FORD			LOTUS JUDD			
3	S. NAKAJIMA	JPN	1'25.752 - [8] -	1'25.715	23	P. MARTINI	ITA
	BRAUN TYRRELL HONDA			MINARDI FERRARI			
16	I. CAPELLI	ITA	1'26.121 - [9] -	1'25.791	34	N. LARINI	ITA
	LEYTON HOUSE ILMOR			MODENA TEAM CENTRAL PARK			
25	T. BOUTSEN	BEL	1'28.500 - [10] -	1'26.425	29	E. BERNARD	FRA
	JIGIER GITANES LAMBORGH			LARROUSSE LOLA FORD			
17	G. TARQUINI	ITA	1'26.851 - [11] -	1'26.548	30	A. SUZUKI	JPN
	AGS FORD			LARROUSSE LOLA FORD			
8	M. BLUNDELL	GBR	1'26.915 - [12] -	1'26.865	15	M. GUGELMIN	BR
	BRABHAM YAMAHA			LEYTON HOUSE ILMOR			
24	G. MORBIDELLI	ITA	1'27.042 - [13] -	1'27.014	9	M. ALBORETO	ITA
	MINARDI FERRARI			FOOTWORK PORSCHE			

RACE CLASSIFICATION AFTER 81 LAPS = 187.272 MILES

POS	NR	DRIVER	NAT	CAR	TOTAL TIME	mph	D.F.F.	B. LAP
1	1	A. SENNA	BRA	MARLBORO McLAREN HONDA	2:00:47.828	96.018		1:27.153
2	27	A. PROST	FRA	FERRARI	2:01:04.150	92.808	16.322	1:26.845
3	20	N. PIQUET	BRA	CAMEL BENETTON FORD	2:01:05.204	92.796	17.376	1:26.963
4	4	S. MODENA	ITA	BRAUN TYRRELL	2:01:13.237	92.693	25.409	1:27.983
5	3	S. NAKAJIMA	JPN	BRAUN TYRRELL HONDA	2:01:53.101	91.050	1 LAP	1:28.227
6	30	A. SUZUKI	JPN	LARROUSSE LOLA FORD	2:01:01.297	90.553	2 LAPS	1:28.993
7	34	N. LARINI	ITA	MODENA TEAM CENTRAL PARK	2:01:41.615	88.913	3 LAPS	1:29.000
8	17	G. TARQUINI	ITA	AGS FORD	2:00:50.672	88.360	4 LAPS	1:29.000
9	23	P. MARTINI	ITA	MINARDI FERRARI	1:54:13.081	91.088	6 LAPS	1:29.000
10	32	B. GACHOT	BEL	SEVEN UP JORDAN FORD	1:54:52.446	90.569	6 LAPS	1:29.000
11	7	M. BRUNDLE	GBR	BRABHAM YAMAHA	2:02:03.750	82.962	8 LAPS	1:29.000
12	28	J. Alesi	FRA	FERRARI	1:47:43.798	92.712	9 LAPS	1:29.000

NOT CLASSIFIED

POS	NR	DRIVER	NAT	CAR	TOTAL TIME	mph	D.F.F.	B. LAP
13	11	M. HAKKINEN	FIN	LOTUS JUDD	1:34:27.994	86.639	59 LAPS	1:29.000
14	6	R. PATRESE	ITA	WILLIAMS RENAULT	1:13:05.762	92.991	49 LAPS	1:29.000
15	19	R. MORENO	BRA	CAMEL BENETTON FORD	1:13:18.063	92.731	49 LAPS	1:29.000
16	9	M. ALBORETO	ITA	FOOTWORK PORSCHE	1:07:06.842	84.744	41 LAPS	1:30.077
17	16	I. CAPELLI	ITA	LEYTON HOUSE ILMOR	1:00:38.394	91.504	40 LAPS	1:29.201
18	25	T. BOUTSEN	BEL	JIGIER G. TANES LAMBORGH	1:01:08.885	90.793	40 LAPS	1:29.310
19	2	G. BERGER	AUT	MARLBORO McLAREN HONDA	53:54.226	92.645	36 LAPS	1:28.286
20	5	N. MANSELL	GBR	WILLIAMS RENAULT	52:29.454	92.496	35 LAPS	1:28.502
21	15	M. GUGELMIN	BRA	LEYTON HOUSE ILMOR	52:02.944	90.616	34 LAPS	1:29.000
22	8	M. BLUNDELL	GBR	BRABHAM YAMAHA	49:52.431	89.005	32 LAPS	1:31.092
23	21	E. PIRRO	ITA	BMS DALLARA JUDD	24:27.625	90.739	15 LAPS	1:29.910
24	24	G. MORBIDELLI	ITA	MINARDI FERRARI	23:29.862	88.553	15 LAPS	1:29.000
25	22	J. LEHTO	FIN	BMS DALLARA JUDD	18:53.294	88.131	21 LAPS	1:31.435
26	29	E. BERNARD	FRA	LARROUSSE LOLA FORD	6:25.282	86.412	1 LAP	1:31.732

FASTEST LAP 28 J. Alesi (FRA) LAP 49 TIME 1:26.758 95.936 MPH

RETIREMENTS FROM THE U.S.A. GRAND PRIX

DRIVER	REASON
Alesi	gearbox
Hakkinen	oil fire
Patrese	accident
Moreno	accident
Alboreto	gearbox & brakes
Capelli	gearbox oil pump
Boutsen	electrical
Berger	tire pressure
Mansel	gear box
Gugelmin	second gear broke
Blundell	accident
Pirro	gearbox
Morbidelli	clutch
Lehto	clutch
Bernard	engine

PRE-QUALIFYING

De Cesaris retired because he selected second gear instead of sixth in the final 10 minutes and blew the engine. Pedro Chaves suffered from running in Larini's car for safety reasons. Olivier Grouillard's Fondmetal and Eric Van de Poele Modena were slow.

QUALIFYING

Erk Comas lacked experience with qualifying tyres. Stephan Johansson had a series of clutch, gearbox and handling problems to add to lack of testing in a new car. Julian Bailey had plain bad luck. "The car didn't run properly all weekend," said team manager Peter Collins. Alex Caffi's Arrows had a variety of problems besides being underpowered and too heavy.

DRIVERS WORLD CHAMPIONSHIP

POS	DRIVER	TOTAL	USA
1	A. SENNA	10	10
2	A. PROST	6	6
3	N. PIQUET	4	4
4	S. MODENA	3	3
5	S. NAKAJIMA	2	2
6	A. SUZUKI	1	1

CONSTRUCTORS WORLD CHAMPIONSHIP

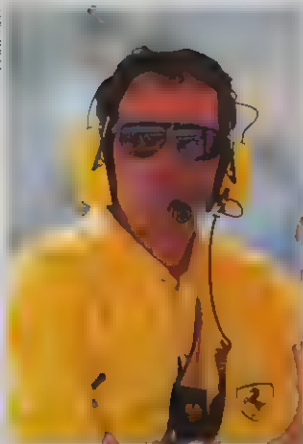
POS	TEAM	TOTAL	USA
1	McLAREN HONDA	10	10
2	FERRARI	6	6
3	TYRRELL HONDA	5	5
4	BENETTON FORD	4	4
5	LOLA FORD	1	1



MIYA: The driver's seat is a high-tech piece of equipment. It's a high-tech piece of equipment.







MY RACE WEEKEND: CESARE FIORIO

Ferrari team manager Cesare Fiorio leads a complex and busy life dictated by airline schedules, meetings and team talks with two of the world's finest Formula One drivers. But he found time in Phoenix to give GPE an outline of his normal routine for 'My Grand Prix Weekend'...

Normally, for the European Grands Prix, we always leave on the Thursday morning, but for a race like this, in America, the team leaves Italy on the Monday. I normally reach the team on the Wednesday evening, but this time because it was the first race of the year and there were so many things to do — the superintendence and the Formula One meetings — I came out with the team on Monday.

I flew out directly from Milan to Los Angeles and then down to Phoenix. I quite like arriving here. It is a good place. For me, it is one of the more pleasant places to go for a Grand Prix, but particularly when it not held in June like it was two years ago. Then it was too hot. At this time of the year, it is very good.

After I arrived in Phoenix there was a lot to do. There always is especially at the overseas events. We receive all the things we have packed up in the boxes and we have to prepare the pit and do all the jobs to get ready, so there is a

lot of work to carry on.

And for me, because it is the first event, there are a lot of meetings to go to. They take up a lot of time. I arrived on Monday night and went straight to sleep immediately. When I arrived it was quiet for a change, and there were no messages. On Tuesday, as it is the first race, we have some new mechanics and some new people and they have to be instructed.

Then there is the first meeting with the drivers where we decide the programme for the week and organise everything in the pit and make sure that it is all conveniently organised.

Then we start all the normal contacts with FISA and with all the other teams and the problems that may arise as we prepare for the meeting for the following day. There was a Formula One commission meeting I had to go to. I don't particularly enjoy meetings. Not at all.

"But they are very important. Only six teams were represented at the meeting. They are the teams which have been appointed to represent FOCA and the constructors. The members are, for FOCA: Ecclestone, Ron Dennis and Frank Williams and for the constructors: Ferrari, that is myself, Benetton with Flavio Briatore, and Minardi.

"It was a reasonably calm day really for me. All was quite friendly and cordial. Then I went to play golf for a few hours with Alain. He is very good, a little better than me — but only a little.

Then, in the evening, I went out to dine with Jean and Alain at a very nice Italian restaurant called Tomasso's. We discussed the weekend ahead and the work we hoped to do. We always eat Italian food when we are away — but



On the pit lane wall in Phoenix

usually in the motor home, of course, because we bring all our own food with us to the races.

"Normally on Friday and Saturday, I stay with the team until the cars are finished so I am able to eat lunch here and again in the evening. I come in at eight in the morning and stay right until the end of the day. It could be nine o'clock or it could be 11 or 12.

"It is always later when we have an accident like we did here on Saturday with Jean's car. On Friday, I arrived at about 8.30 and immediately started to get the team organised for the free practice, checking everything was in place and setting the schedule for the day.

"Fifteen minutes after the practice session has ended we have a debrief of the session with the engineers and the drivers and then the drivers and myself and two or three engineers eat together. The mechanics work on the cars and do not eat until after the qualifying session when we always have another long debrief and then plan the programme for the following day.

At this race, on Friday of course, there was a meeting with the drivers to explain all the new regulations. This interfered a bit with our usual routine because we like to have a meeting with everyone in the Ferrari team at the end of the day.

It was a tremendous effort by Jean Alesi to get provisional pole position and we were all quite pleased. On Saturday, however, when nearly everyone brought their times down by at least two seconds, only two drivers did not — Jean and Modena. Everyone else improved two seconds.

"We were expecting Benna to do the kind of time he did and hoping Alesi would do the same. I did not see Jean's accident. I think he was disturbed by some other cars and he said he just touched the tyres and went against them and the wall.

"It is typical of this sort of circuit. I much prefer natural race circuits because of the facilities and the safety factor. I think all the racing should be on proper circuits.

The race was not a great success for us and I was disappointed. Of course, I am very busy right through the day on Sunday. I come in early. I have to have with everyone and make sure we have everything ready.

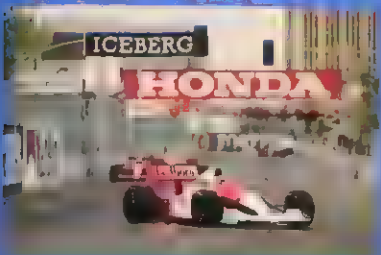
During the race itself I am in the garage and the pit lane, talking with the drivers and making tactical plans for pit stops and so on. Our cars were not at all well suited to this circuit and we had some problems.

"Jean drove very well and was unlucky to have his transmission problem and Alain drove very well to come second, but it was not the true Ferrari we saw here in Phoenix. I was not too happy and we had a long meeting after the race.

"Then I hurried quickly to get away. I had a flight home soon after the race. I did not want to miss it and was looking forward to getting back to Italy and planning again — for the next races in Brazil and Imola."



Making a point to Jean and Alain



Ladies and Gentlemen,
welcome to the Gran Prix...
It was a warm enough

tree lined roads and one

And when there are no
boards, the advertising
boards are in the way
restricted and a European

PICTURES BY

- STEVEN TEE (36-39)
- LEE FARRANT (40-43)



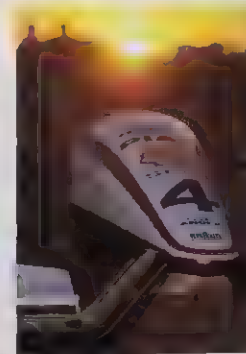
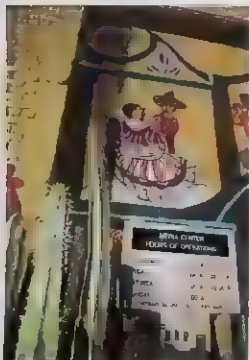
A POSTCARD FROM...

...PHOENIX



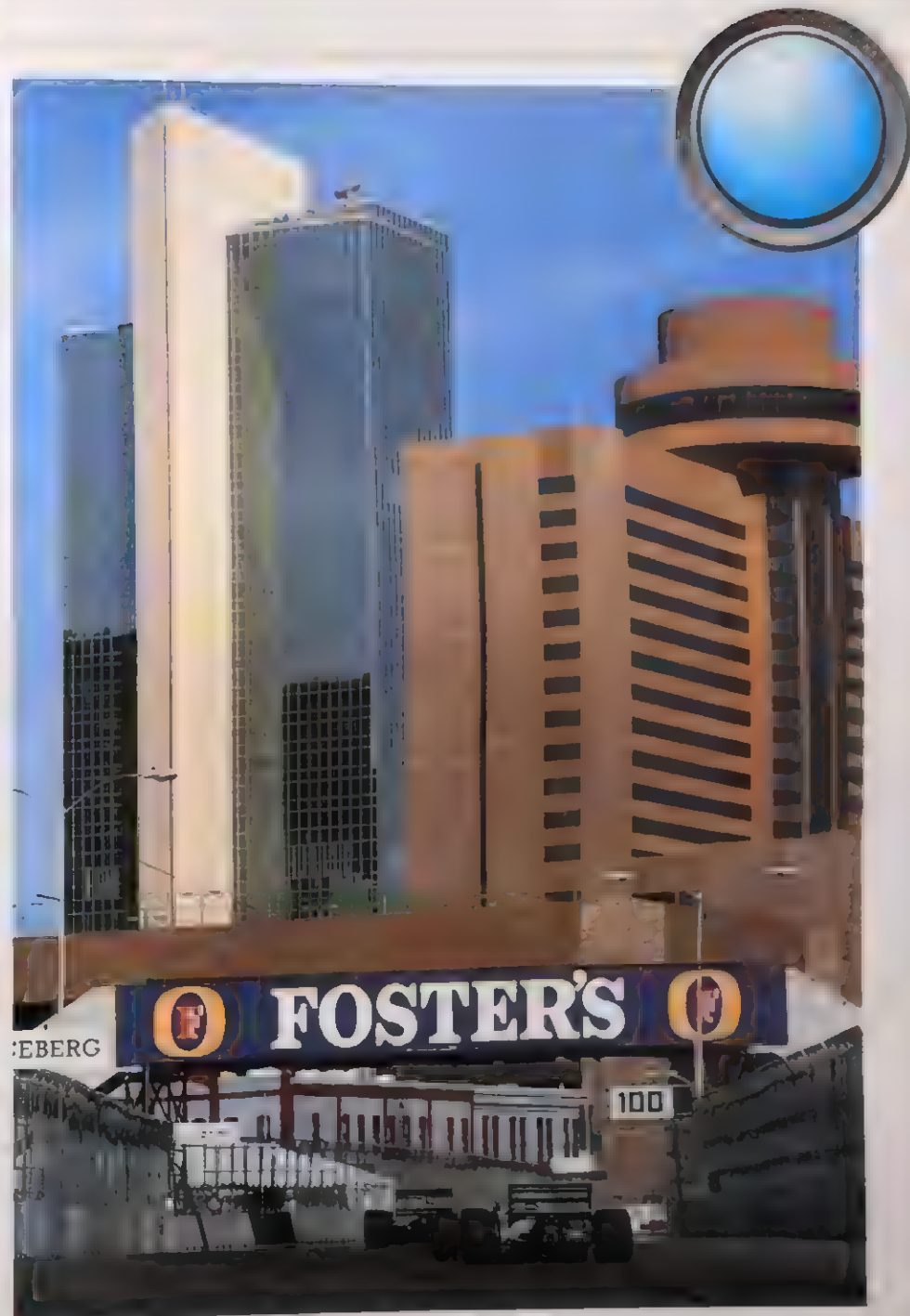
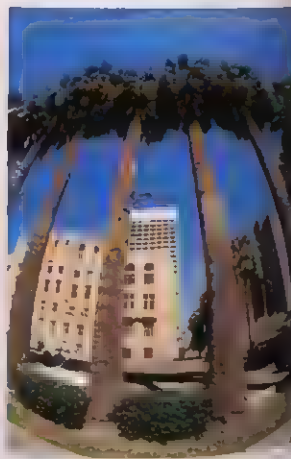
BY THE TIME THE sun had set, the atmosphere was electric. The crowd was a sea of light, with flashes going off every few seconds. The photographers were in a frenzy, trying to get the best shot possible. The scene was a perfect example of the excitement and chaos of a Grand Prix event.

The photographers were in a frenzy, trying to get the best shot possible. The scene was a perfect example of the excitement and chaos of a Grand Prix event. The photographers were in a frenzy, trying to get the best shot possible. The scene was a perfect example of the excitement and chaos of a Grand Prix event.





T



EBERG

100

A thin British boy, I'd prove he was a good boy, but just could not resist the temptation to give him a little. Also a little in his speed, as in three rings, a few more, and the cowboys. Now, Mansell, right clockwise, and some head of American support. Frankly, I could not always see the joke. Below, Nelson Piquet was in a good mood, as was most of the weekend, which probably explains why so many spectators wanted to see the outcome of his television interview routine. At least the police were on hand, or rather on site, if things did get out of order. And there were always plenty of pretty distractions.

Must rush off now—plane to South America waiting.

Next month:

A POSTCARD FROM
SAO PAULO







My overall conclusion after watching the season's opening United States Grand Prix is that the 1991 world championship has already been decided. Only one person can win it for me and that person is Ayrton Senna

I had a strong sense that the United States Grand Prix had arrived one month too early. A number of teams did not seem ready for the start of the season. There were a lot of mechanical failures and there was also evidence in the pit lane that some

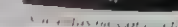
As a result, technical unreliability affected teams up and down the pit lane. Both Canon Williams Renaults, for example, were forced to retire through gearbox trouble. Having said that, the new Williams did impress me. This team has als

As a 100, the leading teams then others represent the first is the 7UP Jordan team. They

showing, I am sure a lot of people

was an extraor-

Phoenix was the place where we saw the introduction of the stop-go penalty for drivers and further new safety rulings. I felt the stewards might have considered using the stop-go rule for the first time after studying the Patrese-Mansell incident early in the race. I





Did Frank and Nigel see eye to eye?

thought Mansell's squeeze on Patrese was unnecessary.

In my view, Patrese had done enough for Mansell to concede the corner from a pure racing standpoint and I wonder if it was in the minds of the stewards to seize this opportunity at this early stage of the season to quickly instigate their new powers. At Williams, Mansell is the nominated number one driver. Are there any team orders to prevent Patrese racing Mansell or is it simply open house? Ironically both cars were destined to retire with gearbox problems, something the engineers knew about — but could the drivers?

There is a fair bit of apprehension and concern about how these new penalties will work. As I understand it, the stewards will look at a video recording of any questionable incident or move and, within 15 minutes, advise the team involved. They, in turn, must call the driver in within three laps for a 10-second stop-go penalty or other punishment.

With this in mind, I was surprised the stewards did not seize

the Patrese-Mansell moment and use it as an opportunity to demonstrate their authority immediately with the new regulation. I recall well how in 1979 when I had an opening lap collision with Jody Scheckter in Argentina, the stewards took immediate action against me after the race.

Another incident later in the race also caused alarm. Riccardo Patrese's gearbox self-selected the wrong gear and he spun at the exit of a blind corner. Two following cars came and just inches through, but a couple of seconds later we saw Roberto Moreno, in his Benetton Ford, drive over the stranded Williams.

I must have seen one of the most frightening experiences in Patrese's long 209-race career as a Grand Prix driver to sit and see Moreno's Benetton coming at him as he sat in his cockpit. The yellow flags may not have been waved in the most vigorous and urgent manner at that point, but my experience it is up to the driver to be on his guard if he cannot see the incident which lies ahead.

On balance, the United States Grand Prix was not a particularly suitable venue to start the year in my opinion, it would make much more sense to start the season on a circuit where testing is possible beforehand. Apart from improving the performance of the cars and teams, it would also allow a much better build-up to the season. Many American people were not aware of the race at all and even in Phoenix some folks had no idea what their losing of the Grand Prix meant.

Undoubtedly, there is great prestige attached to hosting the opening race of the year, but I feel Phoenix would benefit more if the Grand Prix followed one where pre-season testing and a pre-season build-up took place. The level of expectation is not material to the event in Phoenix. The race of the year should set a standard and be organised in a manner in keeping with the level of the championship, not run as a little-appreciated sideshow on a street circuit.

IN MY VIEW

OPINIONS AND LETTERS TO THE EDITOR

Grand Prix Editions welcomes all letters to the editor and contributions of written opinions on any aspect of Formula One. Letters will be edited and may be reproduced in whole or part. None of the views expressed reflect the views of the magazine

Please write to: The Editor, Grand Prix Editions, 174 New Bond Street, London W1Y 9PB

ALL HUMAN BEINGS ARE ENTITLED TO CHANGE THEIR MINDS, AREN'T THEY?

Sir

I've, since the 15th July 1990 I have read numerous articles and opinions by so called expert drivers and journalists on the subject of Nigel Mansell's retirement, but the one that really disappointed me was that by Maurice Hamilton in your December issue referring to Nigel Mansell changing his mind 'so what'.

The point I am trying to get across is Maurice and other so-called experts is that, believe it or not, Nigel Mansell is a human being and is therefore entitled to change his mind along with the next man. It seems to me that Maurice and his like refuse to accept this fact and therefore feel justified in their scathing attacks on his reasoning. For all Maurice knows Nigel may never have intended to retire in the first place, maybe he just decided to have a laugh at the expense of the world's press (humour is another quirk of human nature just like changing your mind!). The plain fact is that Maurice does not like it because Nigel had the last word instead of a journalist.

Let me give you a piece of advice, why don't you walk slowly out of the pit lane and watch a Grand Prix from the general admission area, find a comfortable rock to sit on and just watch the race.

When it's finished, go home and watch the high lights on TV and listen to your fellow media bods and you may actually get a clearer picture of how real people think (however limited their talent). Maybe your journalist brain would be able to understand why Nigel Mansell wanted to retire. Maybe he felt that, after the Silverstone episode enough was enough. Perhaps Nigel (human—being) could not understand his team's priority towards a driver who seems to be content to drive around in the points picking up the pieces (including a world championship Adelaide '86) that the real racers leave behind.

Yes! I'm talking about Alain Prost, the journalists' golden boy, the 'professor' the supreme driver, the man who can do no wrong! Maybe Nigel thought God was on Senna's side. Maybe he thought Lady Luck was against him, maybe he thought there was even such a thing as a reliable Ferrari and maybe, just maybe, he now thinks God and Lady Luck will be on his side in 1991 along with Frank Williams and the rest of the team. Last, but not least, he might just want to show the world that a human being with human emotions can win the World Championship through perseverance, blind faith and sheer guts.

C.D. Chandler
51, Milton Mead,
NEW MILTON
HANTS
3rd January 1991

DO STOP DRONING ON JAMES, PLEASE!

Sir

I am a keen follower of motor racing and would like to know the following:

Why, in the interests of safety and the saving in costly repairs, do they not have a rolling start in Formula One, like they have at Indianapolis and Le Mans? Qualifying times would still govern grid positions and an immediate demonstration of advantages is that the Prost-Senna accident at Japan would not have happened.

Also, why do I never read any criticism of the BBC commentators? Surely, there must be some moans about James Hunt, Murray Walker — professional and does an excellent job. To me, work like commentating is a profession, requires the right aptitude and needs experience. What are old James' credentials? Was he a commentator before he went racing?

It heats me how an international concern like the BBC employs someone who does not hold the top qualifications for the post. When he starts to waffle on about tyres, I would like a switch to cut out his drone.

D. Scott,
Ollet Heights,
Cowper Street,
Quigley, East London,
South Africa

OPINION: MARK HACKING MORE AND MORE SPECULATION

Sir,

Some grapes of wrath. That is the only way to explain the belligerent tone with which your magazine has addressed the entire Jean Alesi/"musical drives" affair (PE vol 4, #9).

Perhaps all Mr. Alesi needs is an expert public relations adviser. Granted, his press conferences were too contrived. But does anyone doubt the power the press has over someone in the public eye? For sure, Alesi is a man whose experience hasn't quite caught up to his advance billing. But it is also testament to his skill that three Grand Prix teams were tripping all over themselves trying to get his name on a 1991 contract. (This is called planning for the future.)

It seems as if journalists have grown tired of chasing down this elusive, iron-clad driving contract. (Incredibly, some have even wearied of the Senna/Prost conflict, the greatest free publicity Formula One has received in a long, long time.) Well, too bad. The so-called "silly season" is almost entirely a media creation - a creation, I might add, designed to sell magazines and newspapers. You made the bed...

If no speculation went into GP reporting, it would greatly simplify the work and save reporters precious time. Once all the driving changes were firmly and irrevocably established, a comprehensive list would be published, thereby avoiding all potential faux pas - such as putting Caffi, Capelli, Mansell, Martini, Modena, Morbidelli, Nannini, and Senna in a 1991 Ferrari.

But, that is your job - reporting blatant rumours, half-truths and undeniable statistics. Learn to accept it. I regularly read Grand Prix Editions because I enjoy the rumours (I confess!) and I find your publication to be the best of its kind on the market. Every journalist worth his salt has done his share of muck-raking. (After all, it is a great, unwashed world in which we live.)

Finally, though, I must express my dismay at the way in which you attempted to compare the respective fates of Alesi and Martin Donnelly. Speaking generously, it was distasteful in the extreme. Luck - good and bad - is nothing if not utterly unpredictable. The fact that Donnelly suffered through a truly horrific crash in Spain is no fault of his own and even less Jean Alesi's fault.

Looking back to 1989, wasn't Donnelly Ken Tyrrell's first choice as a late season replacement for Michele Alboreto? Should he have freed himself from his 1990 option with Lotus in anticipation of the Marlboro driver's dismissal from a Camel-sponsored Tyrrell? Would Donnelly then have fielded offers from teams such as Ferrari and Williams to buy out his contract for 1991? Possibly.

And would Alesi have replaced Derek Warwick at Arrows for the 1989 French Grand Prix? 1990? Probably. He was obviously a proven F3000 performer. Would he then have signed with Lotus for season culminating in a life-threatening accident at Jerez...?

Can you spell s-p-e-c-u-l-a-t-i-o-n?

But more to the point, wouldn't Donnelly himself be upset at the suggestion that his fate is somehow linked with Alesi's? I believe this theory must - in part - stem from British journalists' equal disservice to both Martin Donnelly and Jean Alesi: two brave and talented athletes.

All in all, it strikes me as very disturbing and amateurish commentary on two very distinct situations.

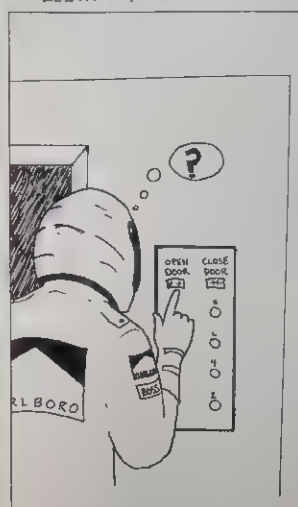
Yours sincerely

C. Mark Hacking

3493, Sancerling Crescent, Mississauga, Ontario, Canada L5L 3P4

PS: I hope for speedy and complete recoveries for both Martin Donnelly and Alessandro Nannini. And I welcome the returns of Nigel Mansell, Martin Brundle and Keke Rosberg.

ELEVATOR DILEMMA!



Ken Pierce

ARE MY PICTURES WORTH 1,000 WORDS?

Sir,

Recently a friend and fellow PE reader sent a letter to your magazine regarding his subscription. In it he also mentioned that we stay in touch by fax. As a picture is worth a thousand words, this resulted in the transmission of several cartoons. The subscription contact suggested that I should submit them to your magazine.

Why not, I thought, so I have.

I think that they may be a little too controversial for publication, given the huge, but delicate egos of the subjects, but you might enjoy a chuckle here and there from the enclosed. As you will see they relate to some of the issues of last season, so you may have to turn the clock back a little for some of them.

And keep up the good work at Grand Prix Editions, my wife and I enjoy it immensely.

Ken Pierce
860 Braeside Street
West Vancouver B.C.
CANADA V7T 2K8

TIME TO PREPARE A GREEN CHARTER IN F1

Sir,

I am a great follower of motor racing and have been for a few years now. I am also a keen environmentalist and am aware of the problems caused by exhaust emissions from cars. Should more measures, therefore, not be taken to ensure that cars used for motor racing be made by regulation less damaging to our environment? As fuel stocks around the world dwindle, governments world wide will begin to take measures to ensure as little fuel as possible is used for non-necessities such as motor racing. Measures such as this could spell the end for the sport. We must, for the sake of our sport and the environment, do something soon.

J. M. Wood,
Court Road,
Caterham, Surrey,
England.

IN SEARCH OF GERHARD'S FAN CLUB

Sir,

I am a regular reader of Prix Editions. I have been reading about drivers fan clubs. I have been very interested in the sport for a number of years and in those years I have been trying to find an address of Gerhard Berger's fan club. I would be very grateful if you could help me.

Thank you

Julie-anne Greenwood
243 Jenkin Road
Wincobank
Sheffield S9 1AX

Ed's note: The best starting point will be at Gerhard's team headquarters at McLaren national in Woking. Address and details as in our March issue.

SENNA VISITS HEAVEN



Thankyou Ken Pierce

PHILIPS

RADIO 1 FREQUENCIES:

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London. 98.8FM

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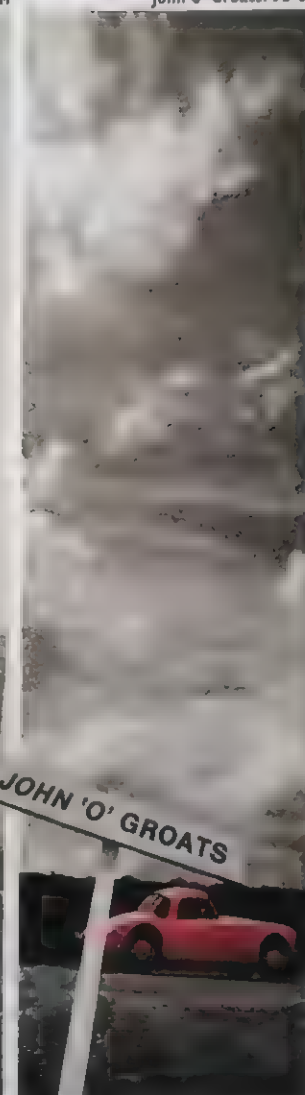
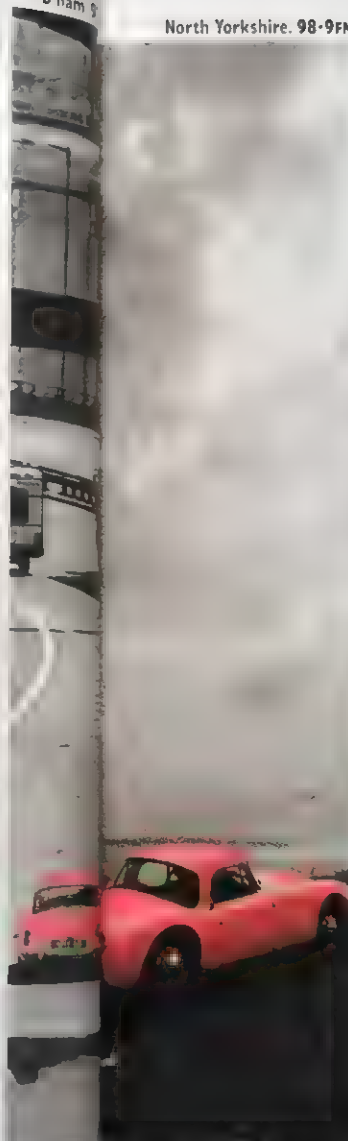
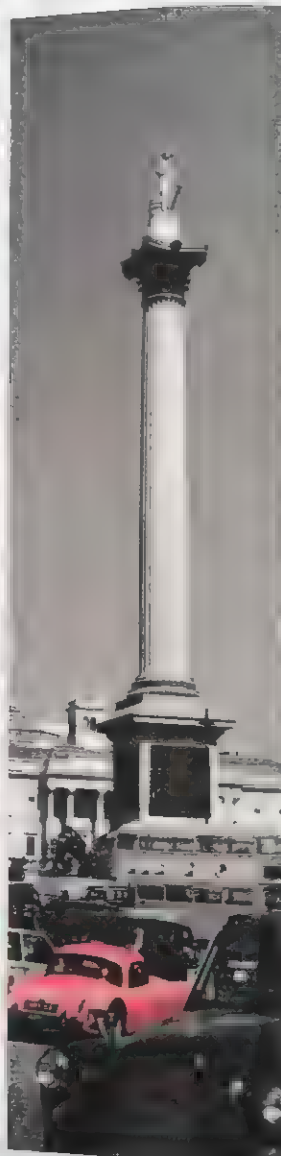
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JOHN 'O' GROATS

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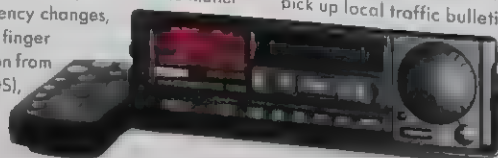
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WHEN THE SMOKE CLEARS: ALAN HENRY



■ BY ALAN HENRY

"The one thing Senna does not need is an excuse for poor performance. We know enough about breathtaking commitment already to understand that if the new McLaren-Honda does not perform competitively at the front of the grid, then it is hardly going to be his fault"

The convoluted dealings on the Larrousse during the weeks prior to the start of the Grand Prix season put me very firmly in mind of a remark from McLaren boss Teddy Mayer made after James Hunt had been disqualified from the 1976 Spanish Grand Prix when his M23's rear track was found to be a smidgen wider than the maximum permitted by the regulations.

It's like being given the death sentence for a parking offence barked the compact American. I never saw eye to eye with the title

fella on much, but, to me, that hit the nail on the head. And FISA's initial decision to force the Larrousse team into pre-qualifying by taking away their Constructors' Championship points because the French team was dopy enough to screw up its 1990 World Championship entry forms falls firmly into the same category.

Inevitably, the gossip mongers had a field day. Initial reactions were that Ligier had encouraged FISA to stitch up Larrousse on the basis that nobody else but the rumbustious Guy should have the temerity to field a French Formula 1 car, let alone a vaguely successful one. But that's all a bit too obvious. I'm told by Max Mosley that Ligier deliberately distanced himself from the whole affair, knowing all too well that he might be tarred with this particularly critical brush. Whatever he might have thought privately, he knew just what a controversial hot potato the Larrousse affair would be.

On closer examination, I feel two questions are worth posing. Firstly, how the hell could Larrousse have 'mistakenly' entered the wrong name on his entry form? Secondly, since everybody in the paddock knows that Lola makes his racing cars, why didn't FISA nudge him in the ribs and ask whether he'd like another entry form to make a second stab at filling it in correctly?

Think about it. It seems preposterous to me that anybody fills in the wrong manufacturer on an entry form for something as important as the FIA World Championship. More than he would have with somebody else's address, I take. Similarly, why FISA didn't register that something was wrong

particularly when their technical people dealt directly with Lola in connection with the chassis' pre-season crash tests also remains something of a mystery.

Thankfully this chaotic matter has been sorted out by means of a good old Gallic compromise. Larrousse loses his 1990 Constructors' Championship points, but doesn't have to pre-qualify. One day perhaps somebody will explain what on earth it was all about.

The only people to feel rather aggrieved by it all will be Scuderia Italia who, albeit briefly, were elevated from the ranks of non-qualifiers on Larrousse's exclusion, only to be demoted back into the ranks of non-seeded runners when FISA announced that the French team would, after all, be permitted to bypass the dawn gymnastics on Friday morning.

However much Ayrton Senna's initial criticisms of the new Honda V12 development progress may have been embellished after his first pre-season test at Estoril, there is no doubt in my mind that the World Champion knew precisely what he was doing in firing this well aimed dart at McLaren's Japanese engine supplier before he even got behind the wheel of the new MP16.

The one thing Senna doesn't need is an excuse for poor performance. We know enough about his breathtaking commitment to understand that if the new McLaren-Honda doesn't perform competitively at the front of the field, then it's hardly going to be his fault. His strategy was clearly calculated to remind Honda that the competition this season will be

sufficiently intense that nobody can take any pre-eminence for granted.

I suspect the five week break between Interlagos and San Marino will be marked by dramatic progress in terms of the Honda V12's power output. If that's the



case, then Ayrton can allow himself a self-satisfied smile.

One point though. I wonder how he would have reacted if Honda or McLaren had turned the tables on him and said 'You've been relaxing in Brazil for three months and as a result, your driving has got rusty!'

On second thoughts, I think I know what his response might have been!

Sorting through some interview material recently, I came across a thought provoking

remark made by McLaren boss Ron Dennis in connection with Ferrari's prospects for the 1990 World Championship.

The trouble with Ferrari, Ron stated, "is that they're very good at promising to win next year's World Championship, when, of course, the real challenge in this business is to win this year's World Championship. Looking through the history book reveals plenty of evidence to support this contention."

In the 1950s and 60s, it was all too often the company's preoccupation with preparing its sports car programme for Le Mans that was at the root of the problem. Not until late June was the racing department ready to give the F1 project its undivided attention. Inevitably, it was then too late to catch Lotus Brabham or whomever in the battle for title honours.

More recently, the trend has continued even without the side-tracking effect of a sports car racing involvement. But this year, we're told, it will all be different. Maranello faces the 1991 season in a state of preparedness unmatched at any time over the past decade.

If I strike a note of scepticism, I hope the red blooded Ferraristes will forgive me. I have no doubt about the capabilities of Alain Prost or Jean Alesi, nor the engineering team, nor the competitive pitch to which their current car has been tuned.

I just have the feeling that I've seen it all before. Very few teams in the history of motor racing have proved so consistently capable of snatching defeat from the jaws of victory than Ferrari. I hope this year things will be different, but I still have my reservations.



John Barnard worked out a Gallic compromise.

"I left school with zilch..."

It has not taken the boys at Brabham long to become good friends - and earn the nick-names Arfur and Tel. But there is a softer side to Mark Blundell too, as Grand Prix Editions has discovered

■ BY DERICK ALLSOP

ALLSOP/RODEAL



...and went scrambling"





Mark and Martin 'in conference'

Mark Blundell stood in the lounge of his new home, holding his vivid yellow helmet, and was suddenly quiet and patently self-conscious.

A small smile accompanied his explanation of the 'Will to Win' motto incorporated into the helmet design. "It's just something between me and my late grandfather. I suppose you could say he was my biggest fan, but he saw me only in my first year of racing. I like to think, though, that he's looking down on me and that we are still doing this together."

The softer side of Mark Blundell is as endearing as it is unexpected. He has arrived in Formula One with a Jack-the-lad reputation and tributes to his confident, purposeful approach to motor racing.

He proved himself a resourceful young man in the sport and in the world outside. His instincts sharpened by the car trade, he found a soul-mate in fellow Briton and Brabham Yamaha colleague Martin Brundle. It didn't take the boys down at the factory long to dub the new partnership Arfur and Tel after the characters in the television series *Minder*.

In terms of background and attitude to the job of car racing, there are strong similarities between 31-year-old Brundle, having his third shot at Formula One.

and 25-year-old Blundell, just into his first season at this level.

But while Brundle has the trappings of a productive career - remember his brief exiles into sportscars with Jaguar yielded World Championship and Le Mans success - Blundell is still paying back the £200,000 loan he required for his Formula 3000 programme three years ago.

"Another difference," he volunteers, "is that Martin left school with a load of qualifications. I wasn't the best guy at school - I left with zilch."

Blundell, born in Barnet but raised in more rural Royston, Hertfordshire, had developed a hopeless obsession for cars, motorbikes and competition by the time he left school. "All my mates and I had bikes. There were plenty of hills and fields to go at. Martin has lots of trophies for car racing, mine are for scrambling."

In Blundell's vocabulary you'll note, it's still 'scrambling' rather than motocross. In anyone's vocabulary, he was good. He won just about everything in sight but decided car racing was the course for him.

"I worked at my dad's garage. I was surrounded by cars. I was buying and selling cars at 16. It was hard because I was so young and really the customers wanted to see dad. It was soul-destroying at times.

But it certainly helped me grow up. Again, like Martin I always had older people around me."

One of the best deals the young Blundell ever struck was with his father. Mr Blundell agreed to put the profits of his garage sale into his son's first year of racing, and off they went in search of wheels.

Blundell jnr grins. We were looking for Formula Three cars because that's all we'd heard about. We'd never heard of Formula Ford. Once we'd been put right we sorted out a Lola, ran some lessons and got stuck into some Formula Ford racing."

He never missed an opportunity to put miles under his belt and pounds into his pocket. "I couldn't see why you had to go to a meeting and enter only one race. So we'd have one or two extra tyres, some more fuel and pay the £45 entry fee three times."

He returned from one eventful day at Snetterton with three wins out of three. He competed in almost 70 races that first year of junior Formula 1600 racing and had 25 victories in his name. He was runner-up in the BP and Dunlop Championship and a Grovewood Award winner.

His name had already been noted in the right circles. The following year, 1985, he had a works drive with Van Driemen in senior Formula Ford 1600 and won the Esso Championship. He also flexed his muscles in FF 2000.

He had already crossed paths with Bertrand Gachot, now the Jordan driver, and in '86 they fought a ferocious battle on two fronts. Gachot took the FF2000 British title, Blundell the European Championship.

Blundell was ready for Formula Three, but instead he took the extraordinary step of entering the International Formula 3000 arena with his own team.

He reasoned: "We couldn't raise the money for a good drive - it's the usual British problem - and in Formula Three there's just no point unless you do have a good car."

We did, though, have the chance to do half or 70 per cent of the 3000 programme. It would be even more expensive, around £170,000, but we had some help and thought the experience would make it worthwhile."

So, at the venerable age of 20, he put together his own team. He would run it and drive the year-old Lola against the brightest young talent around.

One of his first concerns was transport. "I bought a flat 40-ft trailer for £1,800, plus VAT, and got it panelled. It was partitioned, with bunks at the front and ramps of the back of the car. I picked up a 1982 tractor unit to complete the job."

"The whole thing cost us £12,000. I sold it eventually for £40,000. I don't think the guy concerned would be too happy to hear

how much we spent on it, though. I can't believe these guys in Formula One pay £200,000. Could be a nice little side line there."

"There were only four or sometimes five of us in the team. We used to buy second hand spares and before I jumped in the car I'd have to sign the cheque to pay for the Avon tyres. But we were a happy little family. We were like the flower pot men in a little made-up truck."

If the Blundell bandwagon raised a few smiles, it soon earned the respect of the F3000 fraternity, too. "I actually led at Spa, flew past the whole lot of them."

Alas, he didn't have the equipment to compete at the tyre change! "The others were great, though. They ran down the pit lane to help. We got second which was pretty good."

More second places followed for Blundell in 1988 when he was taken into the Lola fold but had to borrow the £200,000 he hopes to fully pay back by the end of this year. Works backing completed the budget and he repaid their faith with sixth place in the Championship.

Blundell was content he had been right to pursue F3000. A handful of Formula Three drivers for TOM'S Toyota in '87 brought in some useful money (ever the opportunist) yet little more. Now he was about to move up a gear.

"It all started to change for me in '89," he recalls.

"The money was coming back and for the first time I felt like a proper professional driver."

He drove for Nissan in the World Sportscar Championship, F3000 with Middlebridge - and by

ALLSPORT / RONDEAU



Ready for work



the end of the year a Formula One car in testing for Williams. He landed a test contract with the Didcot operation and through last year clocked up a total of 6,000 miles.

Blundell planned to continue his work with Williams and drive for Jaguar this year, but he returned from a test in Estoril last November to find a Grand Prix seat waiting for him at Brabham. "I heard by name mentioned but I seemed to be bottom of the list. I couldn't see them taking another British driver, especially one without a pot of gold."

He had, though, built himself an excellent reputation, and a word in the right ear.

"Frank Williams and Patrick Head were great. Patrick actually sat me down and explained how things worked. It was also fascinating listening to Patrick and Nigel (Mansell) debriefing at Estoril. Nigel knows where it's at, all right. Very impressive. He was good with me, gave me advice and so on."

Blundell has also been grateful for the advice and genuine friendship he has found from Brundle. "Martin is very much the No.1, the team leader. He has great respect from those around him. I'm the apprentice. I look to him for guidance. But he doesn't leave me out of things, we work brilliantly together."

"The way we see it we'll get the

rest out of the team, we work together. We feel the team has tremendous potential but we know we have a lot of hard work ahead of us. Hopefully we'll at least be mid-fielders and not have to struggle. The team has a great pedigree and Yamaha are very committed. They are taking the venture seriously, just as Honda did."

Blundell has a one-year contract. Brabham have the option on a second year - which will earn him considerably less than Jaguar were prepared to pay him. But then this is Formula One and as Brundle's return emphasises, the lure is irresistible.

It is a magnificent chance for me, says Blundell. People still don't realise how hard it is to get this far and then get into Formula One. My insurance premium is almost £16,000 for this year. I couldn't afford my own car all winter. We moved into a nice new home and you can't do everything.

He lives with his 25-year-old girlfriend Deborah Jones and their four-year-old son Mark in a smart four-bedroom detached house in the Cambridgeshire village of Melbourn. Mention of insurance and family inevitably bring us round to the subject of danger, especially as Deborah's aunt is a nurse on the ward where Martin Donnelly spent the winter.

Blundell says: "We don't really discuss the subject at home. I just say to Deb that the policy is in place and that if anything happens to me she'll be all right. Of course I recognise the danger. I've been to see Martin a couple of times. But just by going around the M25 every day. You have to concentrate on the job."

When Blundell is not concentrating on the job of racing he likes a game of squash, tries to improve his golf, listens to music or, more likely, seeks out any 'bits and pieces' that might produce a deal somewhere. "My background helps me. You've got to stay one step ahead."

It's going to be tough, I've no doubts about that, but now I'm in Formula One I want to stay here. I think I'm the right age and my year with Williams gave me a head start. It gave me knowledge and confidence. No-one had to tell me that to produce a fast lap you have to concentrate hard, all the time."

Blundell views his task these coming months with a healthy mix of self-assurance, ambition and realism. He says: "I believe I have the basic ability to win Grand Prix races. I don't want to sound big-headed, but I feel I can do the job as well as anyone on the grid. If you don't have that belief you shouldn't be in Formula One."

"I dream of winning the World Championship some day, yes. But I know I can't dwell on that. I'm young, I've got a lot to learn. At this level of the sport you need the experience and the package to stand a chance of the title. The competition is incredible."

"My first priority is to finish the races. I need to get as much mileage as I can. Then, by the end of the season, I'd like to think I'll be able to get into the points."

"I know there are areas where Formula One has not had good publicity and I would really like to see my self setting the example, be an ambassador, if you like. It would be good to wave the flag a bit."

"I realise how lucky I am to have around me people who



Word of advice in stereo

believe in me and have faith in me. As a driver I cannot stress too much how important that is. It helps make the job so much easier. People like Herbie Blash, Dave Price and Martin are not only great pros, they are super guys. It all adds up to a talented team and a team with a good atmosphere."

At the same time, the job is the one thing that matters and if I'm not doing the business I want my backside kicking. You can always be sure with Frank Williams, for instance, that he'll tell you what he thinks. He told me so in no uncertain terms a time or two.

"Martin and I will no doubt get heated up at some stage and might well have a go at each other, but we'll say at the end of it 'right, that's it' and it will be over with. I'm sure there would be no grudges or anything like that."

Brundle has said he has never enjoyed a better relationship with a team-mate, that he admires Blundell for his pace and his attitude to racing. He is also grateful that they are of the similar build, an important consideration in setting up the spare car.

All in all things look really good, says Blundell. "I really do feel lucky to be in this position and I intend to make the most of it. And yes, I do have the will to win. That's the vital bit."

FACT FILE: MARK BLUNDELL

Born Barnet, England on April 8, 1966

Nationality English

Grand Prix debut United States (1991) for Brabham

Previous racing experience

Formula Ford 1600 (1984-85)

Formula Ford 2000 (1986)

Formula 3000 (1987-89)

World sportscar championship (1989-1990)

Formula One (Williams-Renault test driver 1990)



DRIVER FEATURE: MICHAEL ANDRETTI

Following in such famous footsteps



Andretti 
BOSS
MEN'S FASHION

■ BY DAN KNUTSON

The first time Michael Andretti saw a Formula 1 car was in 1972, when he was 10 years old. He was sitting in the back of a car with his father, Mario, and they were watching a race on television. Michael was fascinated by the speed and the sound of the engines. He had never seen anything like it before.

Michael's father, Mario, was a professional driver. He had won several races in the United States and had been a test driver for McLaren. Michael was always around the garage, watching his father work on the cars.

Michael's first experience with a Formula 1 car was in 1982, when he was 20 years old. He was driving a McLaren 1800S at the Silverstone race track in England. He was driving for the team of his father and his brother, Alessandro. Michael was driving the number 14 car, which was sponsored by Marlboro.

According to McLaren, the racing agreement is designed to enable both parties to develop long term alternatives to their respective racing programmes.

Michael will continue to compete in the PPG CART Indy Car series this year where he will again team with his father on the team. He will be driving the number 14 car, which is sponsored by Marlboro.

Born in 1962, Michael started in the "family business" (his brother and cousin are also racers) in 1972 competing in karts. He moved on to Formula Ford in 1980 and then graduated to Super Vees where he won six races and the championship in 1982. The following year he won the North American Formula Mondial (Atlantic) title. That same season he finished third at Le Mans (teamed with his father) and made his Indy Car debut.

His first CART victory came in 1986. Appropriately, it was at Long Beach where Mario has won both in F1 and Indy Cars. Since then Michael has racked up a total of 14 Indy Car victories and 12 poles.



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"Of all the current top line American drivers, Michael is one of the few who has expressed an intense desire to race in F1. One reason is because of his father."

Invariably Michael is compared to his father. I think the pressure came when I first started racing. I was always up through the ranks," Michael says. "Once I made it to so-called big time racing, though, people knew I was there because I could do the job. And the comparisons stop. This is the way I see it."

father and son have been teammates. Michael: "It is a great experience. I think we are experiencing things that we are going to really savour the rest of our lives. We work together really well. I think it has only been a positive situation for both of us."

Mario's Grand Prix career ranged from 1968 to 1982. Michael went to a lot of those races, and that's where his love of F1 started.

I was able to see what F1 was all about," Michael says, "and meet all the people. I know a lot of the people here (in F1 today) from then. I know the environment, so it wasn't a big, a huge culture shock for me. Maybe if I never experienced it through dad I wouldn't be showing as much interest because it would be a huge change for me."

Of all the current top-line American drivers, Michael is one of the few who has expressed an intense desire to race in F1. One reason is because of his father.

"I think if Little Al (Al Unser Jr.) experienced it through his dad," Michael says, "he might have

looked at it a little differently. But he has no idea what it's all about because he has never been to any F1 races except for the one in the United States."

I think the (American) competitors, like F1. I think they have a lot of respect for F1. The fans, on the other hand, I don't think do. I think a lot of it is because they don't have anybody to cheer for. If there was a top name American driver (in F1), I think the interest could change.

It is true that American fans have not had anybody to cheer for in F1 since the days of Mario Andretti. Yes, Eddie Cheever is American, but because he spent most of his life in Italy he was not known to the average American fan. The news that Michael had signed a testing contract made a big splash in the American media which usually barely mentions Formula One.

Michael actually came close to driving for Benetton in the last two races of 1990 and in 1991. What happened?

Basically timing," Michael says. "I got a call after Sandro's unfortunate accident. Benetton asked me if I could drive in Japan and Adelaide and I said 'I can't do Japan as it is on the same day as the Laguna Seca CART race'. Then they asked me if I was available for next year and I said 'I think I can get out of my contract with Newman-Haas because I have verbal agreement with him (Carl Haas) that if I got a top F1 offer I could go'."

Carl sort of forgot that he had made the agreement! Michael chuckles. "So it became a little bit of a problem. But we had an out, and that was Danny Sullivan whom Carl was willing to take as my replacement. But Danny had to give Alfa in answer on the weekend of Laguna. And I couldn't give anyone else an answer because I had to wait for that and it became too late. And that was it."

Eventually Michael signed the McLaren testing deal, and that brought him to a rain-soaked Estoril in February for his first drive in a F1 car. He had flown in directly after

the grueling Daytona 24 Hours. His first run in the McLaren ended after several laps because of gearbox problems.

"I was still in Porsche mode after the Daytona 24 hours," he said. "It takes a big movement of the arm to change gear in that thing. In the McLaren it's just a small wrist movement. I went up against reverse gear pretty hard, the sort of thing you can get away with in an Indy car. In the F1 gearbox is a lot lighter and more fragile."

Two more days of rain kept Michael's V10 Marlboro McLaren in the garage. Only on the final day was he able to get in about a dozen hot laps. Afterwards he made his first comparisons between Indy and

F1 cars. He found the F1 suspension much stiffer than his CART Lola Chev.

It is like driving a go kart here," Michael said. "No suspension. That to be honest with you, is the biggest thing to get used to and I still have to get used to. Not the bottoming out but how dirty it is and how harsh the ride is when it hits a bump. The vision gets a lot more blurred than it does in an Indy Car."

Estoril wasn't the best place to experience an F1 car for the first time.

Everyone always told me that the Grand Prix circuits were a lot safer than the American ones," Michael commented "but there are a couple of places at this track, like



Photo by Jeff Labrecque

PETER TERRY



JULIAN BAILEY'S RETURN WITH LOTUS



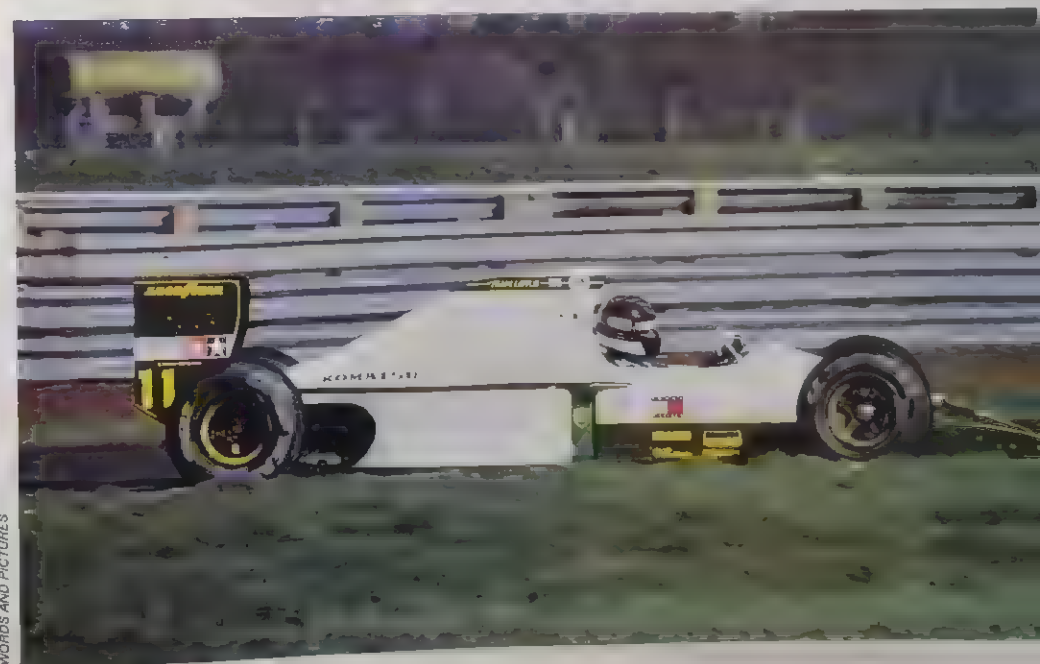
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SECOND CHANCE

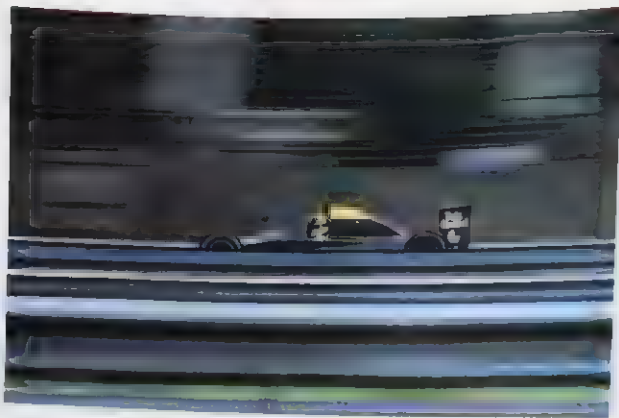
FOR THE MAN WITH A RACING OBSESSION

■ BY SIMON HOWARD

Julian Bailey is back — with Lotus. After two years outside Formula One following his calamitous season with Tyrrell in 1988, the British driver was installed by Team Lotus as replacement for Martin Donnelly only a week before Phoenix. But, for Bailey, it was no easy return route to the top



WORDS AND PICTURES



IN THE END, it means to do a lot better than he knows it is going to do with the revamped

... went for it. Giving up is the easy thing to do and I have seen too many drivers do what I did

... Lotus drive, but he's using the One... it is... you... it's not the best... Lotus

... Lotus is also shown faith in his ability. By signing Bailey, he is asking Lotus another British driver — while first choice Martin Donnelly

WORDS AND PICTURES



FARRANT



Crazy?

No, not me. I'm just ambitious - and Irish!

As I sit here, I am being told that I am being over-reliant on making late night decisions, and that everyone is saying you don't know what you are doing.

The cynics out there say that the only possible motivation behind signing Andrea was money, but then perhaps the same people could come up with a better driver and sponsorship package in the middle of February. There were various other drivers who were offered the job, but most of the advice being offered was coming from people unaware of the realities of starting up a Grand Prix team.

At least since his time with Alfa Romeo in 1982-83. And then he was competitive.

All the cynics out there say that the only possible motivation behind signing Andrea was money, but then perhaps the same people could come up with a better driver and sponsorship package in the middle of February. There were various other drivers who were offered the job, but most of the advice being offered was coming from people unaware of the realities of starting up a Grand Prix team.



...ally competent...
...the 2000s...
...the last...
...day and age there...
...nothing wrong with expecting talented drivers to come up with some proportion of the sponsorship. And that's particularly true of a brand new team.

Andrea's first run in the car came two weeks before Phoenix when he completed a handful of laps on a miserably damp Silverstone South Circuit. Two days later he was out at Pembrey breaking the lap record. But, of course, we signed him just for the money... I've read what the F1 journalists think about Andrea, and he is keenly aware of his reputation, but we both feel that it is largely unjustified.

I have known Andrea for more than 10 years, since we raced against one another in Formula 3. He was fast and aggressive then, but I bet neither of us imagined that a few years later he would be signing to drive for my Formula 1 team. Just as well he didn't test me.

me in Oxford...

...the night...
...the...
...the...
...the...
...the...

...since it is only an hour and a half's drive from Rome to the...

He knows that this year will be important for his career. I...

WORDS AND PICTURES



"All the late night 'phone calls and early morning meetings become worthwhile when you finally see the sponsor's name on the car, and the sponsors are always equally excited."

...down to him to extract the...

And if that results in success, then we'll both be very...

faith shown in me by Ford, TUP,

sors or suppliers. Andrea will have...

top line driver, and perhaps silenced his critics.

and I hope that by the time you read this there has been good...

Phoenix and Interlagos. Pre-quali-

...ed that we should not be frightened of it. We have to go quickly, and...

Friday morning or one o'clock on a Saturday afternoon it makes no...

At the beginning of February we had hoped to have a major test...

...down there with some of the man...

doubt that the car looks superb in the new colour scheme. All the...

morning meetings become...

the sponsor's name on the car...

equally excited.

Working with TUP has been...

business as my team does to racing. They like to get things done...

is a problem area then they bring...

They produced a complete guide to their Formula 1 programme within a few days, and it looked...

normally take weeks or months to produce. They want to make this...

and my team's job is to produce the race results which get the ball...



...I am not going to flash before a camera!

few days before Phoenix - it's difficult to predict what is going to happen. On Friday, March 1st we had a gathering of all the team personnel, as Gary Anderson wanted to thank everyone for their efforts. The three cars had already left for Phoenix, and everyone in the factory was conscious that one chapter had closed, and that an even more important one was about to open.

It's difficult to know exactly what creates good team spirit, but it's a healthy combination of pressure, a sense of achievement, and a desire to get the job done. Perhaps I'll find that Formula 1 will place a lot of pressures on my staff, and that it will be more difficult than we ever imagined. But at the moment everyone is determined that the promise we have been shown during winter testing will be turned into concrete results.

"It's been a long winter and now we are really glad the action has started."

I noticed that Maurice Hamilton, a former columnist with Prix Editions, has taken to calling us Team Begorrah. In the Observer, of all places! This is unusual for Maurice, who is usually extremely accurate in what he writes. He could at least have called it Team 7UP Begorrah.

I hope this is not going to set a trend, however, but I doubt many of the foreign journos would know what Old Mo is on about anyway. Maurice is a fellow countryman of mine, of course, although these days his accent has become fairly mild, but I'd like to think he is among our list of supporters.

Whatever, you can be sure that the old fingernails will be a mite shorter by the time I next write a column. It might be good news, it might be bad, but at least we've got it all together and the team is out there competing. It's been a long winter and now we are really glad the action has started.

WORDS AND PICTURES



Andrea was quickly enjoying himself in the 191

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TEAM FOCUS: BRABHAM

RIISING AGAIN

What a difference a year makes

By Bryan Young



GRAND PRIX EDITIONS APRIL 1991

The future is bright for Brabham. They have a new V12 engine from Yamaha and a commitment for the next three years. The new owners Middlebridge are actively reviving the team's fortunes and in 1991 the car will be awash with new sponsors, mostly from the Far East

What a difference a year makes! Fourteen months ago near the start of the 1990 season it seemed certain Brabham wouldn't be going racing at all. Different teams benched their different problems but they were all in agreement that they didn't want to swap places with Brabham. The loyal staff hung on just as they had in '88, and

watched as a series of people claimed to own the team. Consortiums came and went and the argument dissolved into nasty legal wrangling. Martin Brundle wanted to stay despite still being without part of his previous year's salary and hang on until it was almost too late and then signed to go sports car racing with Tom Walkinshaw.

Inevitably Bernie Ecclestone, who had owned the team since 1971 and sold it around 15 years later, was at the heart of the solution that kept them in action last season. Remarkably Stefano Modena finished fifth in the first race in Phoenix but with no finance or testing it was unlikely to be repeated.

A year on the team has had two 'learning' races with an overweight BT59Y under its belt and the real challenge starts in San Marino with a new car from the pen of Sergio Rinland. "It's something a bit different," says Brabham's Managing Director, Herbie Blash, smiling. "This is a whole new start for us," he added. "Sitting here now it is difficult to believe that at the start of last year there was a time when we were certain we wouldn't be racing."

But survive they did and they were impressively competitive for the small amount of finance they were racing on. To 'go racing' in Formula 1 a team needs a minimum of £8 million. Brabham were competing on a fraction of that.

By the end of the season the deal for a new V12 Yamaha engine had been announced. The original figure of a three-year £200 million project had been revised substantially downward but the fact remained - Yamaha meant business.

The engine was the last piece in the jigsaw. "I had been speaking to Yamaha since December 1989," recalls Blash. "Originally we were looking at the possibility of running a V8 engine for 1990, but time was too short."

The spectre of the legal battle for ownership of the team hung over the negotiations and the plan reverted to a V12 engine for 1991.



The Yamaha power unit

ALLSPORT/FRONDEAU



Yamaha technicians busy at work

The legal battle rumbled on as ex-journalist, Peter Windsor, took to the courts to enforce his rights to a say in the team's future. New owner Joachim Leuht didn't like it and wavered between selling up and hanging on.

As the 1990 season approached the future for Brabham looked bleak. Designer Sergio Rinland left for Tyrrell and a few others found other berths.

Middlebridge's offer materialised late. Their original plans to set up a completely new team did not seem as sound as buying an established outfit and they held talks with Brabham and Onyx. Onyx had even more skeletons in their cupboard than Brabham and the link with Yamaha engines made the Chessington team's future look brighter in the long term.

For Yamaha, too, it was a brave decision to return after their disastrous season of 1989 with Zakspeed. "We realised that we had totally underestimated what it would take to win Grands Prix," admitted Yoshiaki Takeda, of Yamaha. The Zakspeed-Yamaha made the grid for just two races and failed to score a single world championship point. Japanese loyalty dictated, he said, that if

Zakspeed had continued in 1990 Yamaha would, perhaps, still be with them.

The problems of a German team liaising with Japanese mechanics in English had caused its fair share of confusion. Yamaha decided that, if they did return, it would have to be with an English team. It was a problem Blash is well aware of: "You need to keep a tight rein on communication to make sure that the team and the engine manufacturer are going in the right direction," he said.

Yamaha confessed to being impressed with Blash. There were no promises of triumphs just around the corner. He laid a progressive three-year development plan for the future. Blash was part of the reason they had thrown in their lot with Brabham.

Engine re-builds are being carried out at Yamaha's new complex in Milton Keynes but, like Honda, development work will still be carried out in Japan.

The Japanese paranoia about competing against another Japanese manufacturer - which has been attributed to Mitsubishi and Mazda among others - does not appear to extend to Yamaha. In fact quite the opposite. They have

taken Honda on at every available opportunity. Yamaha won last year's 250cc & 500cc championships and earlier, in Japan, in the last year of Formula 2 Yamaha produced a purpose-built engine and beat Honda to the championship. In the domestic Formula 3000 series Yamaha built a five-valve V8 engine and won the championship again. If their Formula One history is not that illustrious to date, there is every indication that they have the pedigree to make it that way.

But there are no illusions of instant success. We are not going into this year saying we will definitely win races although it would be nice," says Blash. "We are approaching it with a three-year programme."

"This year we will be looking to qualify in the top 10 and manage some fifth or sixth places. In 1992 we want to be qualifying in the top six and hopefully finishing in the top three. The third year will be the one in which we will, hopefully, be winning races and trying for the world championship. With the amount of time and effort that has to be put into everything these days development takes time. You have to be

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realistic," he added.

Yamaha are committed to the V12 despite arguments from Renault (for their V10) and from Ford in favour of the V8. Blash is firmly behind Yamaha. "They have done their homework and like Honda believe the V12 is, ultimately, the way everybody will have to go. I believe. I don't know but I believe - Ford will start going in the same direction as us within the year."

The turmoil of the past two years has left its mark on the team.

"The effect has been that we are behind in development with the top teams," says Blash. "Last year we didn't have the money to go testing for the season and if you are not doing that all the time, you inevitably fall behind."

That aside the team did a remarkable job by running consistently in the top 10 when they were running. But the blank sides of the cars, the simple blue and white colours absent of sponsors, told the whole story. Frequent small mechanical problems brought an end to a promising race.

This year the rear bodywork muscles to hold the V12 and there are a string of sponsors courtesy of the team itself and the efforts of the new owners based in Japan: Autobacs, Yamazen, Madras, Sumitomo Marine, Kyosho and Speedbox.

Times have changed since Brabham won the constructors and drivers championships back

Fact File: Brabham

Address

Roebuck House
Cox Lane
Chessington
Surrey

Telephone

081 391 0121

Staff

110

Drivers

Martin Brundle
Mark Blundell

Drivers World Championships

1 (1966, 1967, 1981 & 1983)

Constructors World Championships

2 (1966 & 1967)

First Grand Prix

Germany 1962

Wins

35

Last win

1985 (France)

Best result in 1990

5th, Phoenix Grand Prix

to back in 1966 & 1967. In those days the staff of 75 worked out of buildings which were little more than sheds. Under the ownership of Jack Brabham they won two titles. As a car manufacturer they reached levels of unprecedented popularity - and even into the early 1970s they were still selling cars to privateers. Black Jack retired to Australia in 1970 and his old partner Ron Tauranac lasted another year before selling up to Bernie Ecclestone. After a barren spell in the early seventies the team continued to run with the leading pack, scoring occasional victories and building up slowly to the very front of the grid by the end of 1975. The promise of 1976 was destroyed at a stroke through a deal to use Alfa Romeo engines. The fruitless years that followed were enough to push Niki Lauda into retirement. Then Nelson Piquet guided them to overdue drivers titles in 1981 and 1983.

The sport expanded through the eighties and although the team grew, too, the ultimate reward never quite materialised again. The team has almost doubled in size in the 12 years since the team moved to larger premises in Chessington. Ecclestone had the vision to see that the team would grow and the 33,000 square foot site was large enough to incorporate the expansion from 60 in the late '70s to today's figure of 110.

After the blue and white BMW turbo-powered Parma at had imprinted itself on the motor racing consciousness in the early 1980s Brabham went slowly into decline and never managed to add to the last win in France in 1985. The trail of 35 victories and 39 pole positions came to an end. Ecclestone sold the team and the slide continued. 1988 happened without Brabham. For the last four years the team has finished eighth or ninth, with occasional flashes of the old spirit such as Modena's third place in Monaco with Judd-power in 1989. The potential was there, as always, but the vital ingredients: commitment of finance and a major engine manufacturer were missing.

With new ownership, strong sponsorship, a new engine and a long term development plan built on the vast experience of the likes of Blash the team has all the resources that it needs to be winners again - and perhaps, they hope, even world champions in time. The next few months will show if they are heading in the right direction.

WIN! WIN! WIN!

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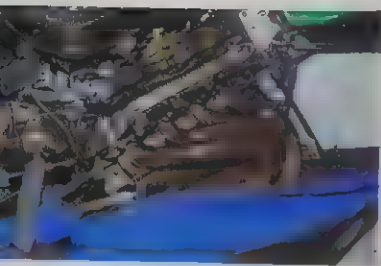
Mark Blundell and Martin Brundle on official duties in Japan



Jordan

a technical portrait

■ BY PETER NYGAARD AND BENT SØRENSEN



Team TUP Jordan may be a newcomer to Grand Prix racing this year, but the team has already impressed the establishment in Formula One with its very competitive lap times in pre-season testing and a bright showing in Phoenix in the opening race. Powered by the Ford F1 V8 engine (left), the 191 has already caught the eye and many experts have predicted it could be a regular point scorer this year...

Eddie Jordan Racing was one of the most successful racing teams of the 1980's in its formulae and that success looks like continuing this year. Founded by former driver Eddie Jordan in 1980, EJRD established itself quickly as a major force in Formula Three and later Formula 3000, securing the International F3000 title in 1989 for Jean Alesi.

Last year, Eddie, as we all know, made it clear he was planning to enter Formula One this year.

"We really had to start from scratch," he said. "We had to set up a drawing office complete with CAD-systems, drawing boards and so on. Nothing from our F3000 cars could be used in F1 and we were quite happy to take the opportunity to start with a completely clean sheet of paper."

"We went to Imola to take a look at Formula One and decided to make a simple light design which is easy to work on. With a lot of learning to do, a quite simple design was the only way. With a too complicated car we

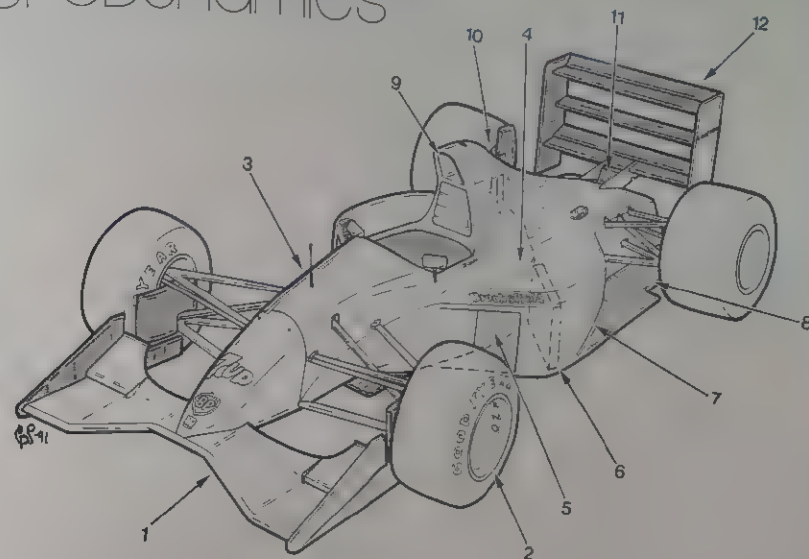
just wouldn't know what was happening."

Anderson said the team aimed for a small, tiny package, which would be easy to understand. The outcome was the 191, a car designed by Anderson himself, Mark Smith (Senior Designer - Gearbox) and Andrew Green (Senior Designer - Suspension).

Like last year's Tyrrell and many other 1991 cars, the Jordan 191 features a lifted nose section. "This is to get more air under the nose," said Anderson. "If you get the air under the car, it won't cause so many problems at the front of the chassis and the more downforce you can get from the underbody."

The 191 is powered by the Ford V8 Formula One engine. The agreement between Benetton and Ford for the further development of the Ford F1 engine and associated systems for Benetton's exclusive use continues unchanged, but Jordan are the only other team with access to the latest Ford engine.

aerodynamics



1) The Jordan 191 features an anhedral front wing similar to the Tyrrell of 1990.

2) The car has a wheelbase of 2898 mm, runs on Goodyear tyres and uses OZ magnesium rims.

3) The monocoque is made of carbonfibre-epoxy composites (woven and unidirectional laminae) with an aluminium honeycomb core. It weighs 37 kgs and it is manufactured by Precision Composites.

4) The 200 litres fuel tank is extended to the side of the driver and features Premier fuel system.

5) The air intake for the water-cooler is angled back (like e.g. MP4/5B), in order to smooth the airflow around the sidepod.

6) The watercooler is made of Behr cores and mounted directly onto the engine, therefore no piping is needed. Also, in the sidepod, there are several electronic boxes (engine management, data logging) and a battery is situated in the right pod. The airflow exits the pod to the very end, so it does not disturb the airflow for the rear wing. The car has no engine oil cooler, instead there is a Secan

heat exchanger at the engine (under the exhaust pipes).

7) The sidepod narrows to the rear; classic Coca Cola bottle shape. Note, however, that the lower part curves inwards more than the top.

8) Unlike most other cars, the rear end does not sweep up over the entire width. The central part is made in two big arches and curves upwards to generate downforce.

9) The roll over bar behind the driver's head also includes the standard position for the engine air

intake. This is placed as high as possible (100 cms within the rules) to get maximum thrust.

10) The air scoop for the rear brakes covers the entire inside of the wheel, in order to lower drag.

11) The gearbox oil cooler is placed between the two arms supporting the rear wing.

12) The rear wing is in three sections (two is standard these days). This configuration was tried in 1990 by Tyrrell. Each section is in 1-2 wing profiles.



FRONT END AERODYNAMICS

1) The Jordan 191 features a lifted nose and an anhedral wing (2) à la Tyrrell, although the angle of wing is a lot less steep than the Tyrrell. The idea is to let more air flow under the car, so the underbody will create more downforce. The front wing is quite unusual. It is basically in one (3) profile (whereas all others use two) but at the tyre there is an adjustable flap

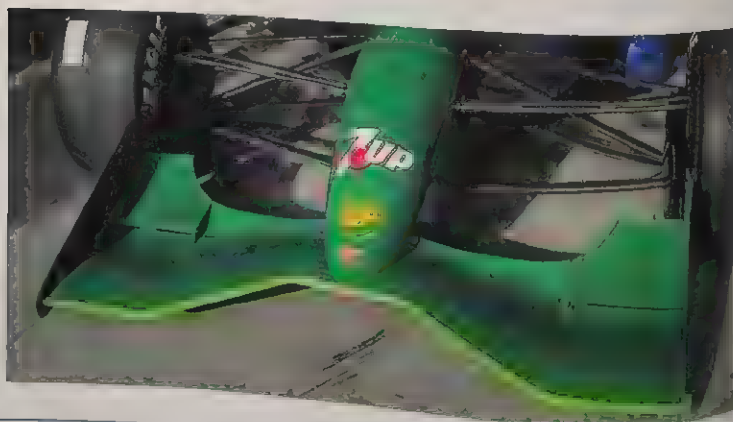
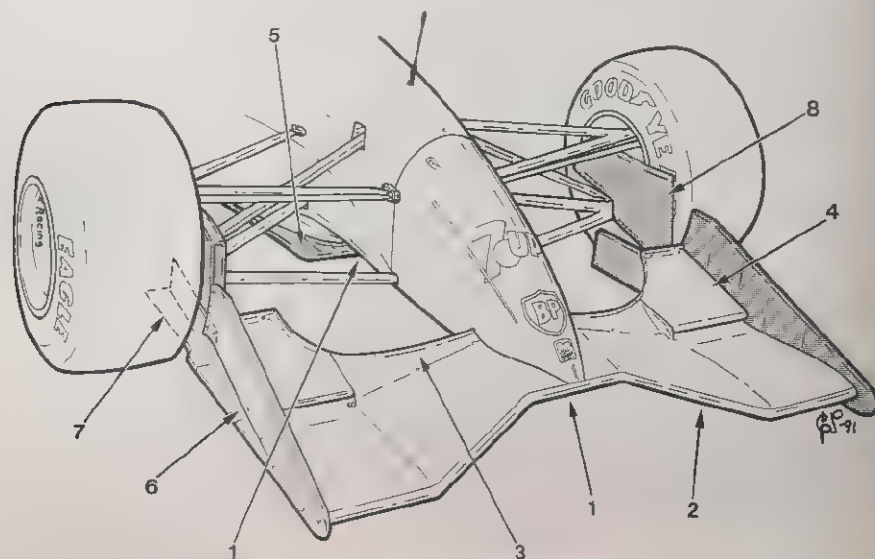
(4) and most of the front wing downforce is created here. This is to allow fresh airflow for the sidepods. The wings are very flat at the centre of the car, creating less turbulence and taking less air away from the sidepods.

5) Because of the lifted nose there is a shadow plate, to conform with the regulations.

6) The sideplates curve inwards

in an unusual manner, continuing to the centre of the tyres (7).

8) The air scoop leads fresh (cold) air onto the Hitco carbon/carbon brake disc and the AP calliper, mounted at the steel upright. The AP calliper features six titanium pistons at the front and four at the rear.

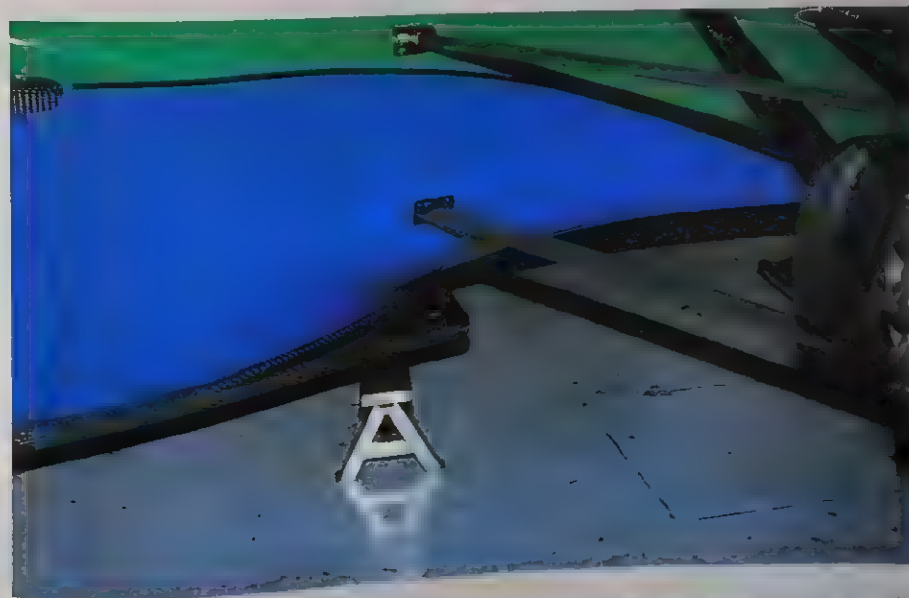
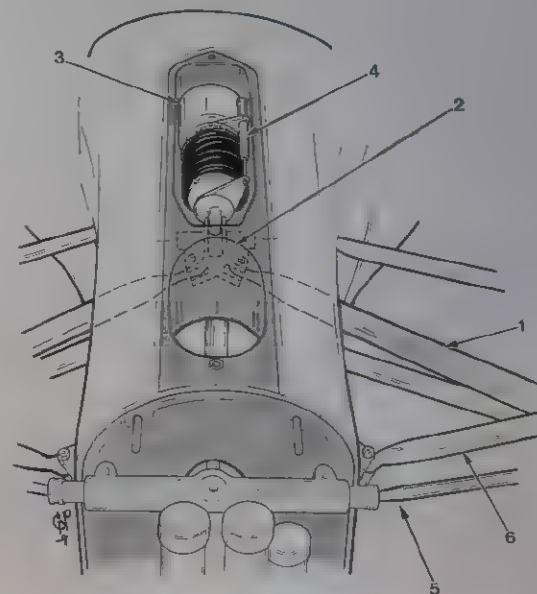


FRONT SUSPENSION

1) The pushrod is, like all other suspension rods, made of high strength steel, but in order to raise the buckling load the pushrod has been reinforced at the outside with woven carbonfiber composites.

2) The left and right pushrods are interconnected via a rigid rocker. This configuration acts as a very stiff anti roll bar. The team has another layout, allowing sideways displacements, if a softer anti roll should be needed. The link (2) operates the Jordan-Penske mono damper/spring unit (3). Note, there is a sensor (4) at the damper, in order to measure the cars behaviour. The measurements are stored by PI logging and telemetry systems.

5) The steering rod is placed in the same level as the upper wishbone (6) in order to minimise drag.

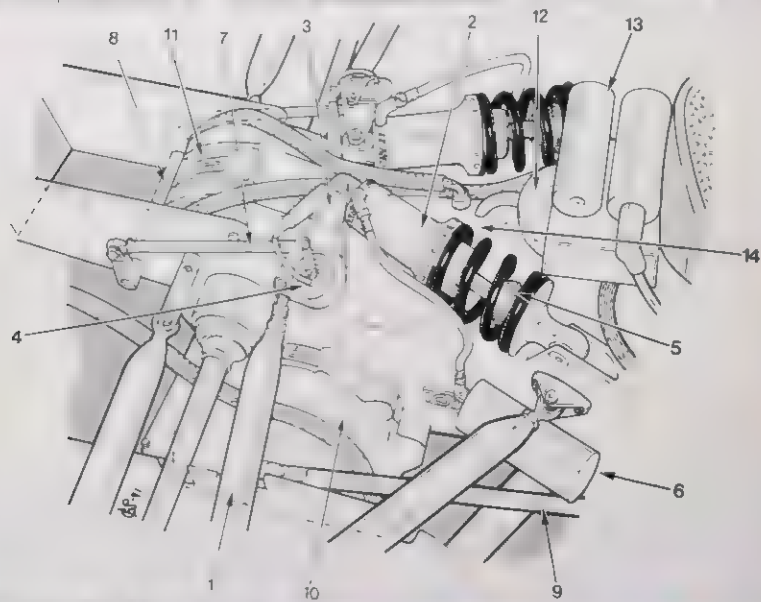


GearBox and rear suspension

The gearbox and rear suspension are the most important components of a Formula 1 car. The gearbox is responsible for transmitting power from the engine to the rear wheels, while the rear suspension is responsible for keeping the rear wheels in contact with the track. Both components are subject to extreme stresses and strains, and their design is critical to the car's performance.

The gearbox is a complex mechanical assembly that consists of a housing, a shaft, and a series of gears. The housing is made of aluminum and is designed to protect the internal components. The shaft is made of steel and is responsible for transmitting power from the engine to the rear wheels. The gears are made of steel and are responsible for changing the gear ratio. The gearbox is mounted to the chassis and is connected to the engine by a drive shaft.

The rear suspension is a complex mechanical assembly that consists of a housing, a shaft, and a series of springs and dampers. The housing is made of aluminum and is designed to protect the internal components. The shaft is made of steel and is responsible for transmitting power from the engine to the rear wheels. The springs and dampers are made of steel and are responsible for keeping the rear wheels in contact with the track. The rear suspension is mounted to the chassis and is connected to the engine by a drive shaft.





IF IT WERE HUMAN, THEY'D TEST IT FOR STEROIDS.



PHIPPS

LAST OF THE FRONT-ENGINED WINNERS

Ferrari's F1 fortunes in the 1950s, as in more recent decades can best be described as variable. After a very poor period in 1954/55 with the 4-cylinder types 553, 555 and 625, Ferrari took over Lancia's V8-engined D50s in 1956 and had a very successful year with them. But by 1957 the D50 and its derivative, the Ferrari 801, were no longer competitive, and in 1958 Ferrari reverted to an all-Maranello design, the V6-engined Dino 246...

■ BY DAVID PHIPPS



On parade at Silverstone, 1996

The Dino first appeared in 1957 as a Formula 2 car with a 1490 cc V6 engine. There were two chain-driven camshafts per bank, two valves and two plugs per cylinder, and induction was by three 38 mm twin-choke Weber carburettors; on petrol the output was a claimed 190 bhp at 9500 rpm. The engine was fitted at an angle in a fairly basic multi-tubular chassis, to allow the drive shaft to pass over the side of the seat. Suspension was by double wishbones and coils at the front, de Dion and a transverse spring at the rear; drum brakes were used.

During the year the capacity of the engine was progressively increased; first came a 220 bhp 1984 cc unit, with which the little Dino proved to be faster than the much larger 801 at Modena, and finally a 270 bhp 2417 cc version, with which Peter Collins led the non-Championship Grand Prix race before spinning off.

The 2417 cc V6 became Ferrari's 1958 F1 engine, and was fitted in a revised version of the F2

car - initially with a chassis made of small diameter tubes, when this proved to lack torsional rigidity, larger diameter tubes were substituted. The team's regular drivers were Mike Hawthorn, Peter Collins and Luigi Musso.

The Dino 246 made its debut in the 1958 Argentine Grand Prix and really should have won, but first Collins's car broke a drive-shaft at the start, then Hawthorn made a pit stop to report low oil pressure, and finally Musso let Moss pull away on the false assumption that the 2-litre Cooper would have to stop for fresh tyres; in the next few laps Musso put on a charge and closed to within 2.7 seconds - with Hawthorn 12.6 seconds further back - as Moss cruised to an historic victory. Afterwards there were long recriminations in the Ferrari pits.

At Monaco the little Cooper did it again, this time driven by Maurice Trintignant, with Musso again second and Collins third. Hawthorn's fuel pump failed while he was leading comfortably, his only consolation being fastest

lap. (In 1958 a championship point was awarded for this.) But there was no consolation at all at Zandvoort, where the Dinos were let down by their handling; in qualifying Hawthorn was two seconds off the pace set by Vanwall's Stewart Lewis-Evans, and in the race he had to work really hard to finish fifth, a lap behind Moss's winning Vanwall, Musso was seventh, and Collins retired with a seized gearbox.

In the three weeks before Spa the handling was significantly improved, to the extent that Hawthorn qualified fastest ahead of Musso, Moss and Collins. In the race Brooks's Vanwall led virtually all the way, but Hawthorn finished second and set fastest lap; his engine failed as he accelerated out of the final corner. Collins retired early on due to overheating, and Musso crashed after a tyre burst.

At Reims Hawthorn again started from pole position, with Musso second fastest and Collins fourth, and led for all but the first few corners to win comfortably from Moss's Vanwall, he also set fastest lap. At one stage the Ferraris were 1.2 s, but first Collins lost ground when a magneto air scoop became jammed behind the brake pedal and then Musso crashed fatally while following Hawthorn through the fast Gueux Curve. Von Trips finished third, despite starting from the back of the grid in a car which had not recorded a qualifying time.

The loss of Musso was a bad blow for Ferrari, but the team nevertheless went to Silverstone and duly finished 1.2, with Collins leading throughout, Hawthorn was second and set fastest lap. Von Trips drove the third car but retired with engine failure.

At the Nurburgring, tragedy struck again, when Collins got off line and crashed while disputing the lead with Brooks's Vanwall, the car overturned and threw him out (no seat belts in those days) and he died of head injuries. Hawthorn saw it all, and retired on the following lap. Von Trips finished a distant fourth, with

...akes.

At Monza it was Hawthorn's turn to have brake trouble, he stopped to have them adjusted, and subsequently set fastest lap - the one which was regarded as all-important at the end of the season because Moss mis-read his pit signals and made no attempt to better it. Astonishingly, as he was over five minutes behind Moss at the end of the race, he had to push his car out of an escape road on the last lap. Hawthorn also took six points for second place - though he would have been disqualified but for Moss testifying that the Ferrari had been given the correct direction of the race while on the podium.

Before Monza, at Hawthorn's insistence, his car was fitted with disc brakes - taken from a 250GT. Hawthorn's car also had a slightly different rear suspension. At Monaco, Hawthorn qualified third; also in 246s were Olivier Gendebien (fifth fastest), von Trips (sixth fastest),

and Phil Hill (seventh fastest).

In the race both Hawthorn and Gendebien made bad starts, and von Trips crashed after colliding with Schell's BRM, but Hill passed all three Vanwalls to lead at the end of the first lap. Hawthorn quickly made up the deficit, and following the retirement of Moss

"Moss had to win and set fastest lap, and hope that Hawthorn finished third or lower; the odds were clearly in Hawthorn's favour."

Hawthorn was enough to victory, thanks to the forbearance of Phil Hill, who was waiting on to second place.

There were five weeks before the championship was decided.

were simple. All Hawthorn had to do was finish second; Moss had to win and set fastest lap, and hope that Hawthorn finished third or lower; the odds were clearly in Hawthorn's favour.

Hawthorn qualified fastest, with Moss just a tenth of a second behind, but at the start the Vanwall took the lead, pursued by Hill's Ferrari. After three laps, trying to out-brake Moss, Hill skated up an escape road; although he quickly recovered, Moss drove serenely on to victory and fastest lap, while Hawthorn became involved in a battle for third with Brooks.

The outcome of the championship was decided soon after half-distance, when Brooks's engine failed; all Hawthorn had to do was take second from a complacent Hill, which he did. It was an accident involving Stuart Lewis-Pearce who crashed his Cooper. Afterwards Hawthorn announced his retirement, but a few weeks later he himself was killed when he lost control of his Jaguar saloon.



on the Gulf of Genoa. He was always a racer.

For 1959 the Dinos were fitted with disc brakes, coil spring rear suspension, and a new 2.4-litre engine. There were also two versions of the engine: the 1600 cc '1600' and the 2500 cc '2500'. But the contracted driver remaining was Phil Hill, who was joined by Jean Behra, Cliff Allison and Tony Brooks.

"Brooks finished second, despite being physically sick due to fumes getting into the cockpit, and Hill was fourth after no less than three spins."

The season started at Monaco, where Behra led until quarter-distance, when his engine failed. This left the way clear for the rear-engined Coopers of Moss and Brabham, and the latter eventually won after Moss's transmission failed. Brooks finished second, despite being physically sick due to fumes getting into the cockpit, and Hill was fourth after no less than three spins.

As in 1958, Zandvoort was a disaster. Only Behra qualified well in fourth place, and in the race even he was lapped, to make matters worse, the race was won by

engined car. Hill and Brooks retired with an oil leak.

Reims restored morale somewhat, with Brooks winning from Hill. At the end of the season, Brooks was well placed until a stone hit his car.

Brooks recovered from stalling at the start, in the subsequent debrief he struck team manager Tavoni, and a few days later he was dismissed.

Prospects of further success for Ferrari already had been damaged by the cancellation of the Belgian race, and an Italian metal workers strike prevented any cars being sent to Aintree. By August things were back to normal and the Dinos scored an emphatic 1-2-3 (Brooks, Gurney, Hill) on the ultra-fast Avus track in Berlin, the only casualty being Allison with clutch failure. At this stage Brooks was well-placed in the championship, but on the twisty Lisbon circuit the Ferraris (particularly Brooks's) were no match for the Coopers. Gurney finished third, a lap down. Hill crashed, and Brooks was five laps behind in ninth place.

Brooks was back on form for Monza qualifying, though he was pipped for pole position by Moss's Cooper, but at the start of the race his clutch failed - and his championship chances with it. For the rest it was very much like Buenos Aires 1958, the Ferraris changed tyres but Moss and Brabham didn't, and

they duly finished first and third. Hill took second and fastest lap. Gurney was fourth and Allison fifth.

The season ended at Sebring in December, by which time three Ferraris had been converted to wishbone rear suspension. Unfortunately this didn't help very much, although Brooks qualified fourth he was 5.9 seconds slower than Moss and three seconds slower than Brabham. At the end of the first lap Brooks stopped at the pits, having been hit from behind by von Trips, but after a quick inspection he resumed and eventually finished third. Moss's championship hopes expired on lap five.



when his transmission failed and Brabham was cruising to both victory and the title when he ran out of fuel on the last lap, he pushed the car home to fourth place but he needn't have bothered. Both Hill and Allison retired with clutch failure; von Trips's engine failed but he was classified sixth.

Despite the obvious superiority of the mid-engine layout, Ferrari persevered with the Dino for 1960 but made a major effort to improve it dynamically by carrying most of the fuel within the wheelbase. In addition, the engines were angled from left to right, instead of the

previous right to left. Brooks and Gurney had left the team, and were replaced by von Trips and Ginther.

At Buenos Aires Allison had his best race for Ferrari, and was only 6 seconds behind McLaren's leading Cooper when his tyres wore through to the marker strips, he changed tyres and still finished second. Von Trips was sixth and Hill a heat-exhausted eighth. Gonzalez, having a one-off drive, was eleventh.

During practice at Monaco Allison crashed heavily, having been caught out by a revised

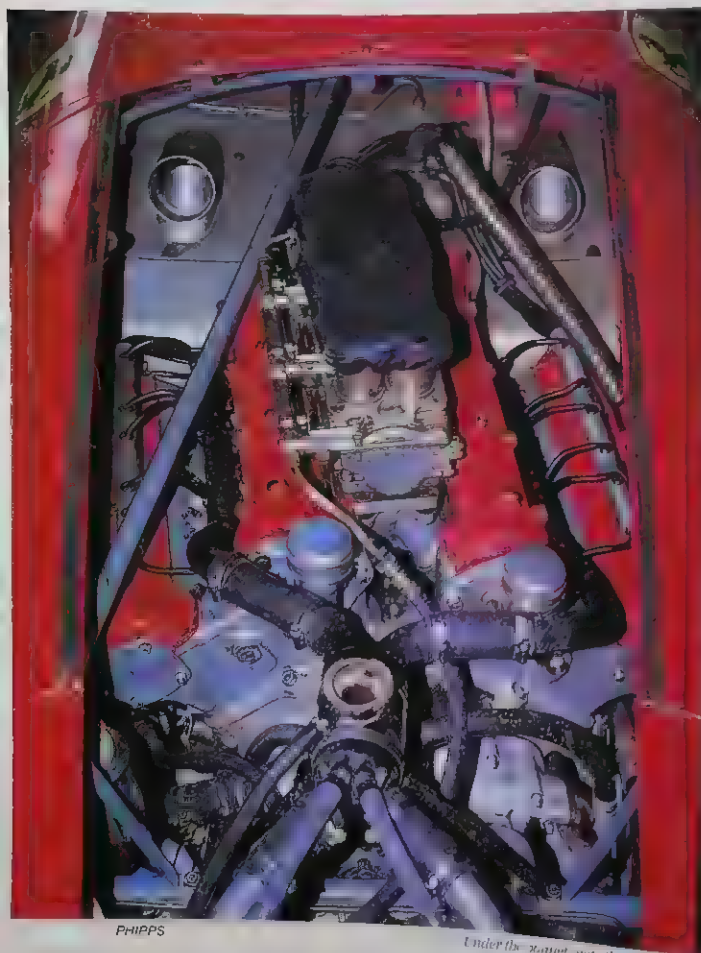
gearshift pattern; he was rushed to hospital, and although he eventually recovered he did not race again. This time Hill was the Ferrari hero, finishing a good third behind the Coopers of Moss and McLaren; von Trips retired with clutch trouble.

As in the past, the Dinos were uncompetitive on the sweeping curves of Zandvoort, as was shown by their 12th, 13th and 15th on the grid, von Trips finished fifth, Ginther sixth, and Hill retired due to engine failure. Spa promised to be better, with Hill qualifying third but in the race he was delayed by a leak from the fuel pressure gauge and finished fourth. Willy Mairesse (replacing Allison) and Von Trips both retired with transmission trouble; unfortunately the race will be remembered mainly for the deaths of Chris Bristow and Alan Stacey, and for practice crashes which seriously injured Stirling Moss and Michael Taylor.

At Reims Hill qualified second, with von Trips sixth, and in the opening laps these two battled for the lead with Brabham's Cooper, only for both to retire with transmission failure. Silverstone was less propitious, with the rear-engined British cars totally in charge, von Trips finished sixth and Hill seventh, both two laps down.

In 1960 the German Grand Prix was for Formula 2 cars, so there was a long gap until the Portuguese race - in which Hill briefly contrived to get up to second before spinning off as a result of losing his clutch, von Trips eventually finished fourth, and might have done better but for an excursion into the straw bales on the first lap.

The Dino's final moment of glory came at Monza - albeit in a race boycotted by the leading British teams due to the use of the combined road circuit and banked oval. The event thus developed into a Ferrari demonstration, with Hill eventually winning easily from Ginther and Mairesse; it was the last-ever World Championship victory by a front-engined car.

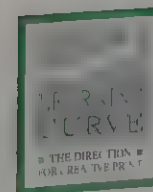


PHIPPS

Under the bonnet, note the offset engine



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■ BY EOIN YOUNG

THE FERRARI

WAY OF LIFE

Imola is Ferrari. The circuit was named the Dino Ferrari circuit to honour Enzo Ferrari's son who died in 1956 and when the Commendatore died, the circuit added his name to the track title. We may think we are totally immersed in motor racing, but we are only scratching the surface of our enthusiasms compared with the Italian Ferrari fans. The only colour they see is red...

Racing is a religion in the region that takes in the thigh of the Italian long boot with Monza in the royal Park of Milan to the north, a short blast down the Autostrada to Brescia, the cradle of the Italian Grand Prix and the start of the Mille Miglia. Garda where Stirling Moss drove his first foreign race on the shores of the lake, and down to Modena and Maranello, the home of Ferrari the Mecca of motor racing.

While Enzo Ferrari lived, there never seemed a need for Ferrari to be more than what it was, a leg-

endary racing car factory behind spiked fences with a security guard that defied even the most tenacious of the legendary Italian tifosi. Enzo Ferrari was Enzo Ferrari, as much an international celebrity in the world of racing as the Pope was to Catholicism. And just as hard to meet. Visiting Ferrari was like entering a living shrine. You knew that in the next block they were building racing cars that could erupt into shattering life at any moment, but inside the marble office building, all was hushed. To be ushered into the dim-lit office

of Enzo Ferrari was to enter the holy of holies. I did it twice and I can remember being totally tongue-tied on both occasions, even with his right hand-man, Dr Franco Gozzi, to translate. Not that Enzo Ferrari really needed a translator. I always had the impression that he waited for your question to be repeated in Italian only because it gave him time to formulate his answer. He had understood the gist of your English when you asked the question initially.

I first met Enzo Ferrari in rather unusual circumstances. I can remember it clearly and yet it was in the summer of 1966. John Surtees had won the World Championship for Ferrari in 1964 pulling the firm back on to its feet almost single-handedly, as Lauda would do ten years later. Surtees was a god in human form as far as the Italians were concerned. They remembered the magic of his Grand Prix wins with the red and silver MV-Agusta motorcycles and his world title on four wheels with Ferrari simply confirmed their faith. But John had come to the end of his tether with the team management. He knew, as generations of Ferrari drivers knew, that because Ferrari never attended races, he could only base his judgements on what he learned from his lieutenants by telephone and their bias was legendary. John had decided to tell Mr. Ferrari that he was leaving the team and, as a

"Visiting Ferrari was like entering a living shrine"

man of iron-willed honour, he wanted to explain to Enzo man-to-man. At that time I was a director of Bruce McLaren's racing company and John phoned to ask if I would join him on the trip. He knew the machiavellian ways of Italian racing politics and he very much wanted the newspaper headlines the next morning to read "JOHN SURTEES LEAVES FERRARI". Without his own spokesman he knew the breakfast headlines would blast "FERRARI SACKS SURTEES".

We stopped for coffee at one of the Autostrada restaurants and stood in line waiting for a table. You could almost feel the sudden awareness whispering around the room, and in seconds they were all standing and clapping their champion. They may not have been quite so enthusiastic for "Big John" had they realised the purpose of his visit. John spent perhaps two

hours closeted on his own with Mr. Ferrari while Franco Gozzi showed me around the factory. My mind was half on the guided tour and half wondering whether John had been dismembered yet. To my surprise John was waiting when we returned and announced that we would go across to the restaurant and Mr. Ferrari would be joining us for lunch!

John is writing his life story with Alan Henry now and I wonder whether the truth of this Ferrari saga will be told. On the journey

back to England he never elaborated on what had transpired and as far as I'm aware he has always kept the episode to himself. There was a photograph in "Autosprint" the following week of John and I walking out under the square gateway of the Ferrari factory with the caption: "John Surtees leaves Ferrari for the last team with his financial adviser, Dr. Yang."

My favourite Italian book-seller, Mario Aquati, offered me some early



race programmes recently including one, for a Modena race dated 1909, a flimsy item of modest quality and rather too early to gather my total attention until Mario explained its importance. "This," he said, "is the programme for one of the first races Enzo Ferrari ever attended as a small boy. In his book he writes about it." And so he did. The programme was for the "Grande Meeting Automobilistico per il Record Del Miglio" on May 9, 1909. In the English edition of his autobiography "Le Mie Giorate Ferribili" on the opening page, Enzo describes the first race he saw at the age of 10 on the Via Emilia at Bologna in 1908. Then he continues: "The following year I attended an important and new competition. This also took place near my home. The event was the so-called 'mile record' held on the Navicello straight of the Modena-Ferrara provincial highway. Drivers of the calibre of Cerrano, Da Zara, Gionta, Scipioni and Caminati took part. I still remember them all as clearly as if it happened yesterday."

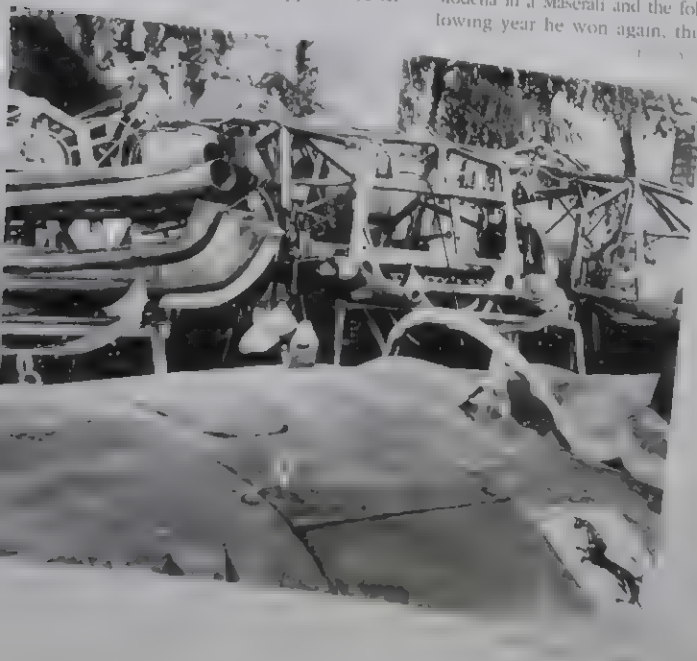
To reach that dusty stretch of road - no asphalt yet had been laid - I had to cross a number of fields and the railway line, my home being some two miles away. I also remember the men with water casks and buckets, who sprinkled the road with water before the competitors in the various categories set off. The Italian Automobile Club did not at that time have a branch in Modena, and the event was organised by the Modena Automobile Association. It was won by Da Zara (in a Spa car) who did the flying mile at an average speed of 118mph. I found these events immensely exciting.

Modena remained an exciting place for motor racing for people. A race was held there on a 12km course around a park in the town in June, 1927, and the winner was local boy Enzo Ferrari in an Alfa Romeo. He won again in 1928 and set fastest lap. In 1935 Tazio Nuvolari won at Modena in a Maserati and the following year he won again, this

time driving in Enzo's Alfa Romeo. Enzo won the final race on the road course in 1947 driving a Maserati but by 1950 a new circuit had been laid out using the runways and perimeter roads of the Modena aerodrome and Ascari won again, this time for Ferrari in a Ferrari. Known as the Autodromo, it became the test track for Ferrari and Maserati. Two drivers lost their lives in testing: Eugenio Castellotti was killed when his Ferrari crashed in pouring rain in 1957, and Giulio Cabianca died in a dramatic accident when his car crashed through a gateway into the public highway outside.

Ferrari and Maserati turned Modena into an international village literally as the world centre of motor racing in the 1950s. Anyone who was anyone stayed at the Hotel Reale. Rich American team owners came to town to buy racing cars and you could hump into Carroll Shelby or Dan Gurney, Phil Hill or Masten Gregory in the bar before dinner. American photographer Peter Coltrin came to Modena with Ak Miller when he raced his homebuilt hotrod on the last Milite Miglia in 1957, stayed to marry a local Italian lass, Gabriella, and become the eyes and ears of the rest of the racing world.

Hans Tanner was another journalist, a Swiss who took up residence at racing's hub and I can remember reading every word he wrote for his various magazines, wondering what life could possibly be like, living in the company of the greatest racing drivers in the world. Tanner came to the New Zealand Grand Prix once with the Temple Buell Maseratis and I can remember literally touching hem of his fringed suede jacket. I never dared speak to him. Years later after Bruce McLaren had been killed and I had a book in tribute, Tanner wrote to me from his California. I still have that somewhere.



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formula one
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MAH		SHOEI	
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SAN MARINO GRAND PRIX

Imola, 28th April



LOCATION:

The Imola circuit is located in the town of Imola, 40 km from Bologna.



BY CAR:

The A11 highway (compulsory fee) and the SS9 down runs from Bologna to Imola.



BY TRAIN/BU:

From Bologna, take a local train to Imola. Buses run from Bologna to Imola.



BY AIR:

Imola is 40 km from Bologna. The nearest airport is Bologna.



TRAFFIC:

Bologna is a busy city. Traffic is heavy. Avoid the city centre.



HOTELS:

Imola hotels are fully booked. Bologna is a good alternative. Tourist Board at Bologna Station is helpful.



CAMPING:

It is possible to camp at the circuit - noisy. Look for signs.



TOURISM/SIGHTSEEING:

Beach at Adriatic Coast. Museums in Bologna. Interesting castle in Imola. Ferrari Museum in Maranello.

Please see page 100 for suggestions.



OUR OPINION:

**** (Races are rated from * to **** from speed, excitement, etc.)



LAST YEARS RACE:

Winner: Damon Hill (Williams-Renault) 1:30.55 (78.61 laps of 5.01 kms)



TICKETS:

Adults: £10.00
Children: £5.00
Over 65: £2.00
Bologna: £1.00

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LOOKING AT THE LIGHTER SIDE OF F1 RACING

BOOKS

The book *Frank's Story* by Alan Las, published by Doubleday (£12.99), has been causing a stir in recent weeks. It tells the story of a couple whose life together was shattered by Frank's accident in 1986. Without having had the benefit of a review copy to

date, Grand Prix Editions is in no position to cast judgements on either the literary merit of the book or its contents suffice to say, we wanted to record its impact on the average Briton going to work on a bus - and it has had a considerable impact through the news coverage.

Out in March was the latest offering from Alan Las, a specialist motor racing writer who contributes to the Daily Telegraph, and has written **FERRARI GTO: THE CLASSICAL EXPERIENCE** (G.T. Foulis and Company, £15.99). The GTO was a highly successful racing car, the last and greatest of a generation of sports cars that could be driven in World Championship races and could then be seen between events, jostling with the everyday traffic. The Le Mans running GTO could even be used for shopping trips if its owner was prepared to wait for its potent yet civilised engine to warm up first, according to the publicity blurb sent out with the advance information on the book. This is another one which we are looking forward to reviewing in the near future.

Frank, I want my life back

FEMAIL Testimony
Frank, I want my life back



O Frank Williams, the man who built the Williams Formula 1 team, was killed in a crash on the 100th lap of the 1986 British Grand Prix at Silverstone. The crash, which occurred on the MIRA straight, was the result of a collision with a barrier. Williams was 45 years old at the time of his death. The crash was a devastating blow to the Williams team and the world of Formula 1. Williams' death was widely reported in the media, and his legacy continues to be celebrated by fans of the sport.

SHOWS

The second Classic and Sportscar International show is to be held at the NEC in Birmingham on Sunday, May 13th. The theme of the show is the cars of the stars and exhibits include Marilyn Monroe's 1961 Lincoln Continental, the 1932 stretched limousine of Al Capone and the amazing futuristic Phantom Corsair of the Heinz family.

PRINTS AND POSTERS

Take a look at the beautiful prints on this page. They are the work of **Raine Fine Art**, who have just made their first venture into the motorsports art market. By the look of their first offerings they mean to stay.

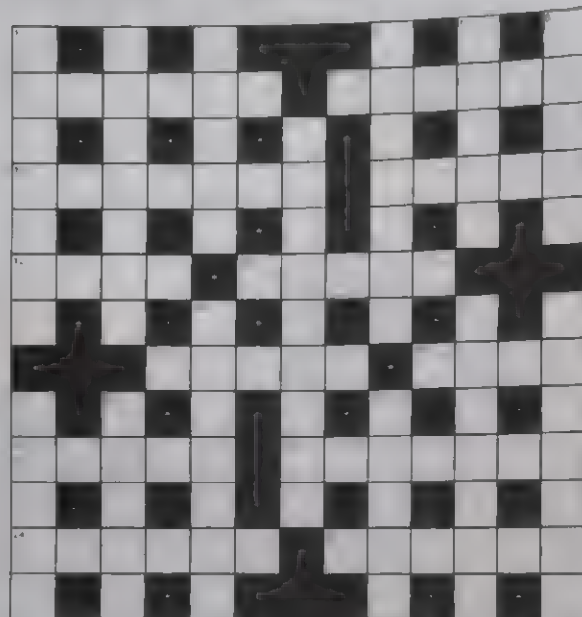
This year, 1991, they plan to introduce further prints similar in

style to those of Nelson Piquet and Ayrton Senna, covering the top four to six teams in the world championship. Another montage style print is scheduled for later in the year.

Raine Fine Art are based at Derbyshire Road, S... Cheshire M33 4FD, England (Tel 061 973 5722)



GRAND PRIX EDITIONS CROSSWORD No.2



ACROSS

- 7 This superstar's forename is not
A.
- 8 Venue for the 1991 Grand Prix
in Brazil.
- 10 Andrea de Cesaris drove in
150th Grand Prix with the
Ferrari.
- 11 Blistering can be a problem
with them (5).
- 12 Chris Amon's Grand Prix
team (4).
- 13 ... 1 ... 1 ...
... 1 ... 1 ...
- 17 Sex 2 ...
... 1 ... 1 ...
- 18 Nelson Piquet said 'Tell you the
truth, I ...' (4).
- 22 The driver who broke the 1's
... (5).
- 23 Jackie Stewart won this Grand
Prix in 1969, 1970 and 1971 (7).
- 24 Its Grand Prix will take place at
Interlaken (6).
- 25 Keith was World Darts
Champion in 1983 (6).

DOWN

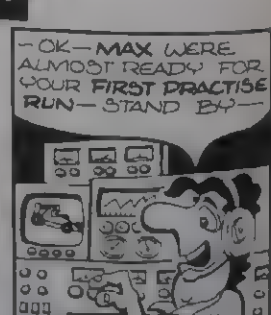
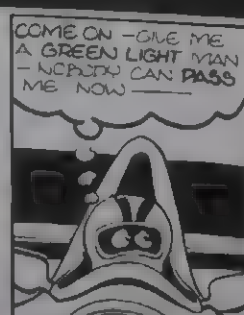
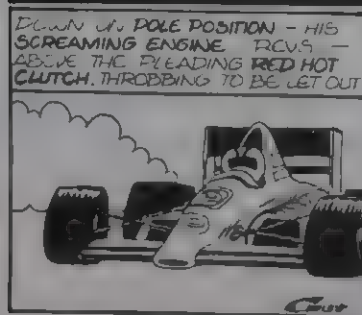
- 1 Winner of the Austrian Grand
Prix in 1964 (3).
- 2 This has to be crossed for a
rugby (5-4).
- 3 Ligier's new number two (5).
- 4 He won the 1961 World
Championship by one point
from Graham Hill (7).
- 5 1976 Olympic ice skating
champion (6).

DOWN

- 6 Boxer who was cleared of
shooting his ex-manager (5).
- 9 FISA controversially withdrew
this team's 1990 World
Championship points (9).
- 14 The new Leyton House has
more room here (7).
- 15 Oldest winning driver
Grand Prix (7).

■ Answers in next month's Grand Prix Editions

Meanwhile back in the Pits



STAR ENTRIES

The Fourth Pirelli Classic Marathon sees two of Britain's premier motorsport personalities battling to take the Stirling Moss and Roger Clark will both be entering their third Marathon and both drivers have new co-drivers and differ from previous years.

Stirling Moss will be attacking the Pirelli Classic Marathon in his 1963 Austin Healey 3000 which he is having prepared to his own specification. Now fully recovered from his road accident in 1990 and no pin left in his leg, Moss is determined to win.

Stirling's new co-driver is Zoe Hentage - only 21 years old but considered to be the best in historic rallying. On the 1990 Marathon she collected a rare Alpine Gold Cup with the driver Barry Taylor after setting only a single second on the 1990 Marathon.

Stirling Moss competed in 490 races, completing 366 and finished first in 222 of them winning 16 Grand Prix. In the 1950's while driving for Sunbeam he won his Gold Alpine cup and also came second overall on the 1951 Monte Carlo Rally.

Zoe Hentage, his new navigator is somewhat daunted by the responsibility of getting Stirling to the finish and said 'Stirling's reputation as a hard task master when things go wrong means I could be in for a tough time - but he has to understand that when it comes to shouting matches inside a car - I can bark back!' But Stirling said of his new team mate 'I am sure we will prove a good team together and Zoe has all the proven experience of competing in the Pirelli Classic Marathon.'

THE PIRELLI CALENDAR 1991

The 1991 Pirelli Calendar is dedicated to women who were heroines.

Heroines, who have fought, led and struggled in the cause for liberty.

Their heroic deeds were frequently not recognised at the time and it is only now with so many barriers broken down, that the role of the women portrayed in the calendar can truly be acknowledged.

The overall theme of the calendar is set by the re-enactment of the

famous painting of Liberty storming the barricades, and the twelve heroines are portrayed in the style of Old Master Painters' such as Delacroix and Velasquez.

The lighting echoes the Chiaroscuro style of painting developed during the Renaissance period.

The photographs are taken in the Moulins Central in France, an area rich in varied landscapes.



Fighting Finish by Alan Fearnley is the latest limited edition print by the artist. A limited edition of 850 lithographs signed and numbered by Nelson Piquet and John Bernard has been produced. Each costs £125 plus postage and packing from Grand Prix Sportique, Upton Feltury, Gloucestershire GL5 8LP.

NEW MCLAREN SPORTS CAR TO BE POWERED BY BMW

In March 1990, McLaren Cars announced their plans for the limited annual production of a high performance road car. Design and development commenced in January 1990 and since then, alongside extensive aerodynamic testing in the Grand Prix team's rolling road wind tunnel, considerable development work has been carried out to integrate the new car's engine into the three and a half year programme.

McLaren Cars have announced that this specially commissioned engine has been designed and developed by BMW Motorsport GmbH.

The built six litre aluminium V12 engine has already surpassed performance parameters agreed between BMW

Motorsport and McLaren in establishing the design concept. With the performance criteria met, the 18 valve quad cam engine is now entering its pre-production development programme. It is designed to exceed the most stringent emission control regulations in force in 1993 when production of the car is due.

The engine's outstanding levels of performance, fuel efficiency and driveability will complement the design philosophy which has been applied to driver controls and vehicle dynamics, aimed at creating the most satisfying drivers car possible.

As a reflection of McLaren's motor racing heritage and the inherently high standards of engi-

ne designated the McLaren 'F1'

THIS MAN IS THE
WORLD'S WORST DRIVER
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HE'S HELPED US MAKE
THE WORLD'S BEST TYRES

At some point in its life every new Pirelli tyre design has to face a truly daunting test

Its name is Signor Mantovanelli

A driver with nerves of steel and the right foot of a baby elephant, Signor Mantovanelli has been putting tyres through their paces at Pirelli's unique

research track near Milan for more than 20 years

Whether he's testing for grip in the wet at speeds that would make Mansell offer up a small prayer, or braking murderously on roads surfaced with Italy's treacherous 'porfiro' cobblestones, Signor Mantovanelli is able to tell the Pirelli designers what none of their banks of electronic equipment can ever quite reveal. What a new tyre feels like to a driver.

It's just a small part of Pirelli's research and development, which takes a full six years to hone a Pirelli tyre to perfection.

Every tread pattern, for example, is minutely analysed to get the best



resistance to aquaplaning, while keeping road noise to a minimum.

What drives the design team on is the knowledge that any new Pirelli has to mark an improvement in safety, performance, comfort and economy. And to win just as many admirers among the world's car manufacturer's as its predecessors.

A tall order, considering that the Pirelli design studio has already been responsible for such landmarks as the world's first run-flat tyre. And the first commercially available low-profiles

Now they appear to have set themselves another standard with the mould-breaking Pirelli P2000

A tyre that brings low profile technology within the reach of the everyday driver.

And a worthy addition to a Pirelli range currently fitted as standard on anything from a Ferrari to a Mini.

In fact, it seems that a lot of drivers out there already owe a vote of thanks to Signor Mantovanelli

After all, if he didn't drive on Pirelli tyres so badly, they might not drive on them so well.



PIRELLI

NEXT MONTH IN GRAND PRIX EDITIONS

- Full report and pictures from Sao Paulo and the Brazilian Grand Prix
- A detailed look ahead at Monte Carlo and the glittering Monaco Grand Prix
- And more news, views and special features from the best team in Formula One
- Do not miss out - order your copy now.
On sale April 25.



LARROUSSEGATE AND OTHER SCANDALS...

For a moment there I thought it was going to be a first; a winter break without an F1 scandal. Two years ago we had Piquet mouthing off about the sexual preferences of one driver and the fact that another driver's wife was less attractive than the Venus de Milo; last year we had the Senna versus FISA title fight, but this year, nothing. Until, with only a few weeks to go before the start of the '91 season, FISA woke up and presented us with the

Larroussegate scandal. Balestre may have lost face over the incident but then when you have got two you can always afford to lose one. Why would nice Mr. Ligier, who has a reputation for single-handedly demolishing the entire European Cognac Lake before teatime want to embarrass fellow frog Gerard Larrousse? Struggling for an answer I turned to an old "O" Level Guide to French Politics and unearthed the following entries.

Guy Ligier - friend of socialist French President Mitterand.

Gerard Larrousse - Friend of Lecanuet, right wing conservative who once stood for office against Mitterand.

Ligier and "a friend" meet with Larrousse engine supplier Lamborghini. Mr. Lambo says "this deal will cost you \$7 million up front" Ligier says "Have you met my friend? He is the Minister for Budgets.

Un-named French policeman writes exposé of corruption in French socialist party explaining system of "false invoices" a method of siphoning money from various projects to fund the party.

Socialist party in Magny Cours has very healthy bank balance.

Ligier sets up factory in Magny Cours.

Larrousse (qv Ostriches-section on burying head in sand) moves his factory to Paul Ricard to be near site of French GP.

FISA move French GP to Magny Cours.

Ligier sponsored by state-

owned Loto and Gitane.

State-owned Renault do not want to give Ligier their engines, but they will in '92.

Larrousse, when boss of the Renault F1 team was instrumental in blocking supply of Renault engines to Ligier.

But as one Englishman who used to work for Larrousse said to me the other day, "what does it matter they are all French anyway".

Meanwhile other teams were getting on with the serious business of pre-season testing. At Kyalami, during a break in testing, Nelson Piquet noticed that a lady photographer had left all her cameras in the Benetton pit. Thrusting a camera at GP commentator, Bob Constanduros, Nelson I am told unzipped his overalls. "Quick, take a picture but get in close so that I can't be recognised". Only after the film had been sent to the Italian magazine "Autosprint" did Nelson realize that his name was on the waistband of his overalls.

Still with Benetton, it transpires that the drawing office staff have nicknamed their autocratic boss.

"Eddie is an Irishman who has not so much kissed the Blarney Stone as swallowed it whole..."

John Barnard, "The Scud", because he arrives without warning and goes off with a bang. Piquet was told this and was sworn to secrecy, but of course he promptly told Barnard who was not amused. After that, every time Barnard entered the pit, Piquet and Moreno greeted him with a perfect impersonation of an air-raid siren.

I suppose that with Eddie Jordan entering Formula One it was inevitable that his team would be a useful source of amusing anecdotes. Eddie is an Irishman who has not so much kissed the Blarney Stone as swallowed it

whole, regurgitating it in easy-to-sell units complete with your own driver management package. During a test at Paul Ricard Bertrand Gachot was putting up some impressive times in the new car and some unkind souls suggested that the car was running well under the regulation weight limit in order to clinch a major sponsorship deal with 7 Up, hardly likely as most F1 engineers would give their eye teeth to get a car that light. 7 Up duly coughed up, and a couple of weeks later the team were testing again at Estoril and the drinks company sent one of their PR staff to keep an eye on their new investment. Eager to learn as much as possible about the technicalities of Grand Prix racing the PR man was heard quizzing a team engineer. "So this is the same engine that was supplied to the Benetton Team last year?" "Yes that's right". "Bloody hell, you'd think that Ford could have given you a new one". I think this is what is known as a steep learning curve

Cut to a wet and windy Silverstone where Mr. Charis'n'uma, Nigel Mansell is doing his best to win the hearts and minds of his new team while shaking down the new Williams Renault. Having worked all through the night to get the car ready, the team were not too impressed to see it being towed back to the pits covered in thick mud from nose to rear wing after an uncharacteristic? spin from our Nige. Showing his deep understanding of the effort involved in preparing a racing car, Mansell's only comment was "well at least that will give the mechanics something to do at lunchtime".

In between all this testing there was still time for some more prizegiving. Pirelli invited the media to a press conference and took the unusually egalitarian step of ferrying the hacks to Milan's best restaurant in the same bus as its star drivers. Just as I was con-



gratulating myself on having finally joined the jet set I was brought down to earth by the ringing of a mobile 'phone. Alex Fiorio, top Ford rally driver and son of Ferrari Team Manager Cesare Fiorio, was being called from the States regarding the purchase of a Daytona Rolex. This particular timepiece is rare as rocking horse poo as production only runs to one per month and comes with a price tag that would cover my salary for most of the year. However there are certain advantages to being a poor hack rather than a millionaire driver as we don't have to worry about staying fit and can therefore take full advantage of the wonderful hospitality offered by the F1 teams and sponsors. Saying no to that last postprandial brandy doesn't come easy and the true spirit (no pun intended) of F1 journalism is best summed up by the UPI Agency reporter who, on being offered a lunchtime drink after a particularly bacchanalian evening replied, "No thanks, nothing alcoholic, I'll just have a beer."

As there is some concern as to whether the new Barcelona track will be ready in time for this year's Spanish GP I can exclusively reveal that although the circuit is not quite ready, the authorities have already appointed Fire Officers for the race. The Chief Officer is Jose and his assistant is Hose B.

Jumbo



Nelson - undine by waistband

BACK ISSUES - ORDER FORM

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